

Australian Model Railway Association

JOURNAL

JULY — AUGUST 1985

VOLUME 34

Registered by Australia Post
Publication No. VBH 1367

NUMBER 167

AT ISSN 0045 0715



- open for your convenience

9 A.M. - 9 P.M. MONDAY - FRIDAY
SATURDAY 9 A.M. - 12 NOON

- LAY-BYS, TRADE-INS ACCEPTED



Telephone 890 7027

THE ENGINE SHED

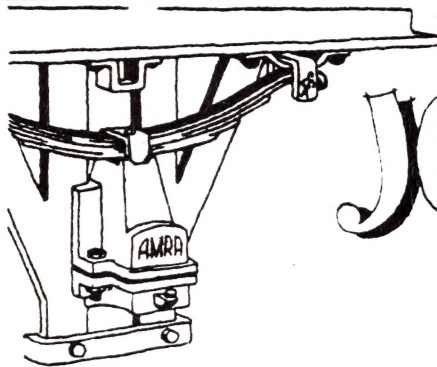
52

5 CARRINGTON ROAD

BOX HILL 3128

MODEL RAILWAY EQUIPMENT FOR ALL AGES





Editorial JOURNAL BOX

EDITORIAL

It seems we must be doing something right! I have received enough articles for the next Journal already, and, if my luck holds out, I may not have to use any reprints in the one after that.

Then again I find some of the articles from NZMR Journal and BRMNA Journal very interesting, and try to share them with our members who may not have the opportunity of seeing them in the above magazines.

Sometimes the old adage 'There is nothing new under the sun' rings true, and I see an old idea wrapped up in a new guise, and to use a phrase of Eric Watson's - 'Imagineering' is an integral part of our hobby. An idea can be adopted, adapted, or turned around to fit one's own needs.

Perhaps that is the thing that keeps us in this hobby, and also attracts new devotees. The ability to use our imagination to bring out of wood, plastic, paper and metal that masterpiece we see as a model of a railway.

Does it matter if every rivet, nut and bolt, or fence paling is not there? In our imagination it is there in all its beauty and it works. Even when we finally stand back and have a critical look at all the failings and shortcomings, then our imagination takes over again and we embark on a newer, bigger and better project.

Or perhaps we just fade into the setting sun and take up a new hobby

Any one for tiddlewinks?

Rex Little

ON THE COVER

The Menangle layout is famous for the recreation of the town in earlier years, but the country scenery is also deserving of fame as this view shows.

Photo by Roger Lloyd

NOTICE

This publication accepts no responsibility for the accuracy or reliability of articles or advertising published herein, statements made or opinions expressed in papers or discussions, nor do we necessarily subscribe to the views expressed or implied by contributors.

Neither is any guarantee implied or expressed as to the good conduct or practice of advertisers herein. This publication reserves, at all times, the right to refuse acceptance of any matter considered unsuitable for publication.

CONTENTS

	Page
The Federal Scene	98
The Whistlers	99
Queensland Branch Layout for QR	101
Hylton	104
The EM Column	105
Returning Loop Wiring	107
Back Scene Painting	108
Colour Mixtures	110
More Matchbox Models	112
Pop Valve	113
Classic QR Rail Motors	116
State News - Western Australia	117
New South Wales	123
Victoria	127
Queensland	130
Membership List	134

Managing Editor Roger Lloyd
6 Keirs Court, Rosanna East 3034

Editor Rex Little
PO Box 46, Nunawading 3131

Advertising Manager Mrs Elizabeth Secker
2 Hilltop Avenue, Glen Iris 3146

Sub-Editors:
Queensland Steve Malone
3/117 Flower Street, Nundah 4012

New South Wales Philip Morgan
39 Renway Avenue, Lugarno 2210

Victoria Ron Thomas
3 Sturdee Road, Black Rock 3193

Western Australia Kevin Derrick
2 Morris Drive, Forresterfield 6058

Layout Roger Lloyd

Typing Helen McMullen

Printing AMRA, Victorian Branch
92 Wills Street, Glen Iris 3146

Federal Secretary Phil Kelly
20 Lee Street, Condel Park 2200

Federal Registrar Norm Read
3 Augusta Street, Strathfield 2135

Federal Treasurer Ken Edwards
8 Easton Road, Berowra Heights 2082

— THE FEDERAL SCENE —

FROM THE PRESIDENT

In Journal 166, the Secretary reported on a decision made by the Federal COM in relation to the type of letter to be printed in Pop Valve. A small minority will deem this to be censorship, but this decision was made in accord with the majority of members' support. Hopefully the contents of Journal will once again be interesting to read.

Once again, the Federal Constitution has come under criticism following our first ballot for the Federal COM. To assist, I would ask that any member who feels that changes are necessary in any way, would he or she please direct their thoughts to the Federal Secretary. In keeping with all constitutions, it is realised that ours is not perfect, and it is doubtful if it ever will be. For a Constitutional Lawyer to study and make recommendations on our current Constitution would cost at least \$2000, money which can be used in far better ways.

The Federal Registrar, Norm Read, after spending many long hours in his new task, has, to the best of his knowledge, attended to all outstanding matters regarding the servicing of members. His latest membership report showed a very small increase over last year which, to say the least, is heartening. Here's hoping the trend will continue.

Unlike kindred organisations, we have not been forced to increase membership fees, and, unless there is a dramatic escalation of costs which could be fact in the near future, it is to be hoped that any increase will be minimal. One of the major factors has been the printing of Journal by Vic Print, which has kept our costs down, and their efforts should be appreciated by one and all.

In conclusion, due to factors beyond my control, I was forced to cancel my proposed visit to the Queensland Branch Exhibition. On reports received, I missed a well presented and very successful exhibition - may I add my congratulations to all concerned.

Keith Wilcox

THE SECRETARY'S DESK

Welcome once more to the 'HEY YOU, READ THIS' column.

As you may have noticed, we have, after many trials and tribulations, got our Member's File up and running over the last few issues of Journal.

Released so far are the section heading, or divider sheets, the Federal AMRA Constitution (although not numbered 1.1.1, nor printed on a sheet with title block, it was printed with a wide left hand margin for filing purposes), a section on electric motors and, last issue, the list of Federal Modelling Competitions categories and Trophies; which reminds me that competition time is only about three months away, so please drop me a line if you want an entry form.

As printed on page 62, Journal 166, if you haven't read it yet, Bruce Norton is co-ordinating the information supplied by YOU for release in the File (PO Box 87, Granville NSW 2142). Bruce has put the hard word on myself and all Branch Secretaries for details of the various COMs, so these should be appearing in File format shortly.

Graham Watson has weighed in with a list of loco and rolling drawings which have appeared

in past issues of Journal. This has been passed on to Bruce with the suggestion that the actual drawings be reprinted, rather than the list. Norm Read has offered access to his complete collection of Journals, if required, for research. As many of the early issues were 'duplicated' rather than printed, many drawings will be in need of some revision, either tracing or redrawing, to make them suitable for reprinting. I trust that there will be at least a small stampede of volunteers behind me offering their drafting/tracing skills to assist with this project.

We still need information for other sections of the File. Even if you know of only one model railway club or railway-type tourist attraction in your vicinity, send Bruce all the details available. This sort of information should be invaluable to any member going on holidays, whether intra or inter-state.

For clubs - include name of club and contact or Secretary's name and telephone number or address

For tourist attractions - include location, operating or opening days and times, an indication of whether admission is free or charged and current cost if applicable.

If you can define or draw only one or two items for the Glossary section, do so. In time it will build up sufficiently to be published.

Current plans are to issue the Member's File, a few sheets at a time, in Journal as has been done so far. This restriction is necessary to keep within the weight limits of our current postal charges. If Bruce has to use a truck to empty his Postal Box, we may have to revise our thinking. It's up to YOU out there. Just think of this Association as being like an empty bucket - if YOU don't put anything into it, don't expect to get much out of it.

In closing, I would like to welcome to AMRA membership, the North Australian Railway Modellers Association, formed in March 1984 and 26 members strong. They are currently tackling construction of HO/HOn3 and N scale layouts and modules and are raising some of their funds for these by selling Club T-shirts, featuring the NARMA Logo 'Sandfly', Darwin's first steam loco.

Cyclone Tracey removed most archival and private collections of railway books, information and photos back in 1974, so if you have any photos or other information on the North Australian Railway, it would be gratefully received, or copied and returned. If you can supply any information, or are in need of a Sandfly T-shirt, please contact -

Mr David Cooper

President

NARMA

PO Box 41746

CASUARINA NT 5792

"HELP AMRA THRIVE IN '85"

Regards to all.

Phil Kelly

FROM THE MANAGING EDITOR

From time to time I have received letters from members that are not for publication. While I appreciate receiving these letters, I'm afraid that I do not have the time to answer them. This is because, apart from Journal duties of Managing Editor, pasting up the artwork and helping with the printing, I am also on the Branch COM, the Exhibition Committee and help construct the

Branch layout. Somehow, in order to prevent instant divorce, I have to devote some time (not much!) to wife and family. MY own modelling is sadly neglected!

However, I do take note of the comments made by the writers, and if I consider that something is of concern in general Association matters, I will raise it with the Branch COM.

After the flood of correspondence in Pop Valve in the last issue, hopefully we can all now get down to some serious modelling.

Roger Lloyd

FROM THE REGISTRAR

Here is the state of membership as at 7 June 1985. The figures in brackets represent the membership as at 31 July 1984.

	<u>SENIOR</u>	<u>STUDENT</u>	<u>FAMILY</u>	<u>TOTALS</u>		
<u>New South Wales</u>						
Renewed	182	3	20	205		
New	25	2	6	33	238	(250)
<u>Victoria</u>						
Renewed	180	8	17	205		
New	30	2	6	38	243	(227)
<u>Western Australia</u>						
Renewed	91	2	15	108		
New	24	0	2	26	134	(116)
<u>Queensland</u>						
Renewed	59	5	8	72		
New	9	0	5	14	86	(84)
<u>South Australia and Northern Territory</u>						
Renewed	4	0	0	4		
New	3	0	0	3	7	(5)
<u>Australian Capital Territory</u>						
Renewed	4	0	0	4		
New	2	0	2	4	8	(3)
<u>Tasmania</u>						
	0	0	0	0	0	(1)
<u>Overseas</u>						
Renewed	8	0	0	8		
New	1	0	0	1	9	(11)
	<u>622</u>	<u>22</u>	<u>81</u>	<u>725</u>	<u>697</u>	

I hope I have the membership records as of 7 June 1985 up to date and correct, but even so there may be still some member who joined in the last 12 months who did not receive their Initial Literature or a Lapel Badge; if so, please contact me and it will be attended to promptly.

With regard to Membership File Sheets being stapled into Journal. There are quite a lot of conditions applying in connection with Registered Publication, and particularly with supplements; one is, enclosures must not project beyond the enclosing publication. Yes they could be folded, but we are endeavouring to cut down on the tasks of those involved in getting Journal into the Postal system, realising that those of you who would be interested in separately filing them would have to spend a bit of time in removing same. At least they will not go astray while still stapled in Journal, the way subscription renewal forms seem to. DO NOT LOOSE THE ONE IN THIS ISSUE.

Norm Read

THE "WHISTLERS"

by Graham Horton

January 1985 saw the end for the 'Whistlers', or as officially known, BR class 40s, diesels. After 25 years of faithful service they, like the steam engines they replaced, have succumbed to the cutter's torch.

At least two have been preserved - 40-106 (D206) on the Gt Central Railway, Loughborough. Which is in early green livery and was recently renamed 'Atlantic Conveyor' to commemorate the ship of the same name which served in the Falklands conflict. 40-145 (D345) at Busy Transport Museum and which is being repainted to early green livery.

Although all withdrawn, there are three other survivors; they being 40-122 (D200), the first of the class which, two years ago, was refurbished and out shopped in early green livery, paid for by enthusiasts' subscriptions. This loco has been retained by BR for an indefinite period to cater for enthusiast specials, although in need of further repairs. To allow for these repairs, D200 will be off traffic for approximately one month, so BR decided to keep 40-012 and 40-118 in running order to cover any work D200 was booked for. When D200 returns to traffic, these two will be withdrawn.

To me personally, the end of the 'Whistlers' is also an end to part of my life, as I worked on these locos as a fireman/secondman from 1965 to 1968 at Aston Loco, Birmingham. I would have liked to have seen more preserved, but because of their reusable parts, this is not likely. One I would have liked preserved was 40-126 (D326) as this has many memories, some unfortunately not pleasant. D326 was known among footplate men as 'The Jinx' for several reasons.

Its reputation reached public notoriety on that fateful night on 8 August 1963 when in charge of the West Coast Postal TPO train, it was stopped at a red light at Sear's Crossing, Bucks, by a gang of men who robbed the train of £2.5 million. I refer, of course, to the Great Train Robbery.

The loco was in many incidents before and since the one in 1963 - some minor, some major.

One such incident before 1963 was on Boxing Day 1962 when it was hauling the Mid-Day Scot between Winsford Station and Coppenthall Junction, Cheshire, and ploughed into the rear of the 1645 Liverpool to Birmingham express, killing 18 and injuring 33.

In August 1964 a Crewe fireman who got up on top of the cab nose to clean the windows, came in contact with the overhead wires and was electrocuted.

An incident which occurred to a crew from our shed was sometime in 1966 when they were engaged on PW work on a class 8 steam loco; they were taking a break from work and standing in a siding next to the north entrance to the tunnel into New Street Station, Birmingham, at Monument Lane, unbeknown to them, D326 was also at rest up the line half a mile outside the mess hut where its crew were having a break, unfortunately the brakes air leaked away and she began to roll, the line being on quite a gradient. Fortunately the crew on the class 8 heard shouting and looked up in time to see D326 bearing down on them at some speed; they jumped just before impact. The class 8 was pushed through the block and up the embankment.

The 'Whistlers' were known for their poor handbrakes; when on, the locos would still move if touched by another loco - that is why each loco was supplied with two sets of wooden scotches to put under the wheels when leaving the locos unattended.

Two memorable incidents I had with 'Whistlers' was one concerning the handbrake. I drove a loco onto another which was shut down and duly scotched, I misjudged braking and hit the loco, not hard, but it splintered the scotches and with handbrakes hard on still ran some distance before being stopped by the stop block. Which was just as well for if the block had not been there, it would have been down the bank and in the street.

The other incident concerned a regular turn of duty we had that was to relieve the 0240 Birmingham to Rugby, stopping at Coventry, at New Street Station. The train comprised 2 x 40s in multiple and five Mark 1 coaches. At Rugby we deposited 1 x 40 on shed and returned to the coaches and the 0700 all stops to New Street. The trouble started, when I hooked off the coaches at Rugby and we departed for the shed.

The 'Whistlers' had different switches for lighting the tail lights, early model tail lights were worked from switches in opposite end cabs, whereas later models, tail lights operated from switches in same cab as were to show tail lights and, of course, this night we had one of each

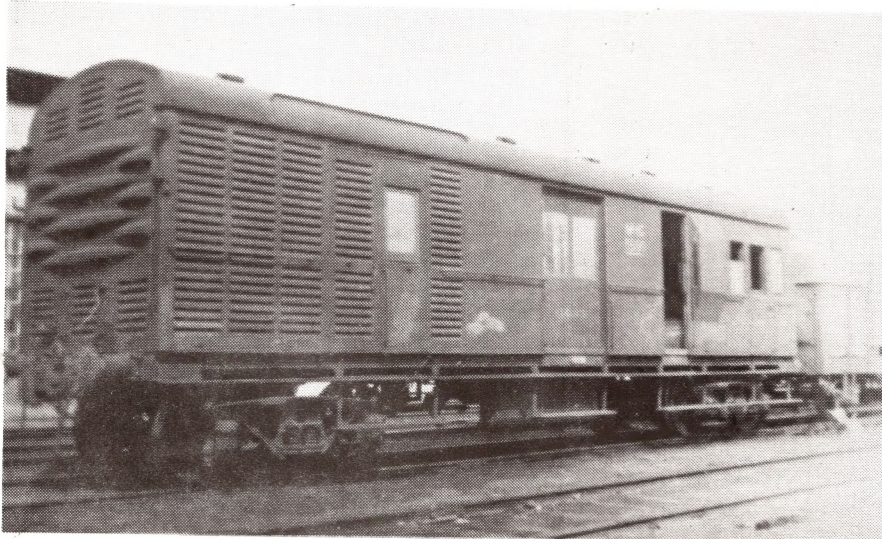
Inadvertantly I set tail lights on wrong end, and so off we go to shed without any showing.

To get into Rugby D&E shed we had to go past and set back onto shed. I dropped off at the points, set them for the driver to set back; it was now that I heard a loco or train coming off shed. Unfortunately the shed was screened by the embankment and over bridge of the Gt Central line. Suddenly bursting out from under the bridge around the bend was an EMU travelling a lot faster than the prescribed speed limit. Realising we had no tail lights and the EMU could not see us, I frantically waved my red hand lamp.

The driver of the EMU saw us, brakes were applied hard and the night sky was lit up by sparks from all wheels. At this point I made a rapid exit over the embankment, looking up as contact was made. The front 40 had its straight air brake on so when contact was made, the rear 40 was like meat in the sandwich. It could only go one way. I never knew how far a loco could lean over without falling until that night.

There is an old saying - "Smell it, I'm sitting in it", which was very apt that night.

#####



TRAX MHG BRAKE VAN

In Journal 164 David Brown carried out a review of the Trax MHG brake van. In the article he made mention of the bogies and expressed doubts as to their correctness. So as to set the record straight, I have since located a not-so-good photo of MHG 11590 taken at Albury in 1960 which shows the bogies as originally fitted. The 2AT bogies were fitted in the late 60s after their success under NHG (later IHG) and FHG brake vans.

Geoff Brown

HAVE YOU READ?

by Ern Raddatz

EUROMODEL RAIL REVUE

This magazine which, unfortunately, is rather erratic in its appearance in Australia, deals mainly with the Teutonic railways, that is, Austria, East and West Germany and Switzerland and only gives a token acknowledgement to the other European railways. But for all that, it is an excellent magazine which should be regarded as essential reading for those interested in the Germanic railways.

Issue No 15 includes ERR tours to Köln, being a description of a trip to the model railway exhibition in Cologne in November 1984, a description which should wet one's appetite for a trip to the 1985 exhibition to be held in Frankfurt. Over the Alps on the BLS, a description of Switzerland's largest private company which should be read by all interested in the railways of Switzerland. An International Tram, crossing the pre-war German/Australian border by street car. OBB 1044 Model and Prototype, a review of the prototype and a conversion article for modelling the variants, required reading for the Austrian railway fan. Going Dutch, an introduction to the railways of Holland, a prototype not often modelled in Australia. The Rurtalbahn, a look at two DB

branch lines, still in the Germanic countries which, incidentally, includes Holland. Computers and the LLB, second part of an article about - guess.....

EUROMODEL RAIL REVIEW, NO 16

More prototype than model, but a first rate magazine for those following European, mostly German, prototype.

CFL LUXEMBOURG: Just to give the lie to the above, the first article is on basing a layout on the main station in Luxembourg City in the Principality of Luxembourg; article also has a good selection of photos of CFL stock. 150 YEARS OF THE RAILWAYS OF GERMANY: Victoria is not the only place having birthday celebrations this year, and this article describes what the German Railways are doing celebrating their birthday, including a number of rail tours and a special publicity train, also the extensions to the Nurnberg Transport Museum. OeBB 1020.DB194.DR254: A description of an electric loco class that is used on three rail systems. NURNBERG REPORT: A not very comprehensive report on the famous trade fair, with all the models of the new DB ICE train being made, one has to hope the DB goes ahead with the prototype. Not a very useful issue for the modeller, but it is the only English language magazine that covers the prototype railways on the European continent.

QUEENSLAND BRANCH LAYOUT FOR THE QUEENSLAND RAILWAYS

After the 1984 AMRA Model Railway Exhibition, the Branch was approached by the Queensland Railways about building a model railway of a Queensland Railway scene for display purposes. After discussions with the QR, their concept was revealed which turned out to be a display of electric locos on the Central Queensland coal lines which would be mounted in a wagon and taken around Queensland to show the locals what all this new electric coal trains were all about. The type of wagon for transporting the layout was of special interest and this was discussed at length. A wooden passenger car may be best in some respects; however, the QR felt that a bogie steel louver double door QLX box wagon would be best as far as rigidity and access was concerned. The QLX wagon is usually used on the regular trade trains that travel the State from time to time. Towards the end of 1984, final discussions concerning important details of the layout were conducted with the QR, and it was decided that a 36' x 7' layout in N scale would be suitable for the purpose.

John Hill made a miniature of the whole layout and this was presented to the Railways for final discussion and approval. Discussion was then conducted within the Branch about methods and materials to use on this layout, and it was handy to have the help of full time model makers (Jim Fainges) in this regard. It was decided to build the layout in six sections - 7' x 4' on ends and 7' x 3'6" in the middle. These sections were built up from $\frac{1}{2}$ " ply strips 6" deep in a grid set up. The visible trackwork was a few inches above the top level of the grid and roadbed with risers to suit was done for all trackwork. See plan of layout in Journal 165 for details. The modules were aligned with 10 mm dowels and held together with 10 mm coach head bolts and wing nuts. All 9 mm track was laid and tested. Where modules met, the sleepers were removed for about an inch on both sides and printed circuit board slid in place. This was screwed and glued into place and bottoms of rail soldered to it. A small cut off wheel was used to slice through the track and PC board when all was complete, making a very solid, yet easily adjustable track join between the modules. Heavy cable (1 mm diameter) was run under each rail and droppers fitted to each piece of track.

The basic work for the scenery was then done using strips of corrugated cardboard in a criss-cross lattice pattern to provide formwork for the scenery to the required shape. Extra pieces of $\frac{1}{2}$ " ply was added on top of the sides of each module to meet the required shape for the scenery. Next, layers of heavy paper coated with coloured polyfilla were laid over the cardboard to give a basic hard shell. A second layer was added for extra strength and a third coating of coloured polyfilla was added where necessary to meet the required format. At this stage it was surprising to see how the once flimsy plywood baseboards were now very rigid and strong, yet light enough for two people to handle easily. Rocky outcrops and cutting walls were treated with casting plaster in the Club's rock moulds. For the final scenery work, the Branch made all the raw materials - decomposed granite was sieved to produce dirt and pebbles and rocks, saw dust was dried and sieved for grass, crusher dust was sieved for track ballast and foam rubber was coloured and pushed through the meat mincer for bushes, etc. The mincing of the foam was a real muscle builder. The scenery was applied to the layout, wetted with wet water and followed with one or two coatings of diluted p.v.c. glue through an eye dropper.

Trees were another big project. Fine copper cable strands from flexible cables were cut and bunched together and soldered at one end. These were then twisted and shaped. These tree stems were piled into a can of brown paint, rolled around a bit and set up to dry. Green floor cleaning pad from large industrial floor cleaners were cut up and teased to shape and stuck onto the tiny limbs. Bob Mawson was the chief tree maker, the total count was 900.

Buildings and structures was another area where many members took part. These were made from various materials, mainly card, styrene or wood.

Doing the final 'titivating' of the scenery and structures was a busy time, and members, male and female, plus Heather Geddes, were shoulder to shoulder around the layout enjoying the task in hand. At the final stages, the layout had to be set up in one piece, and seeing there wasn't room in the Clubrooms, the footpath outside was taken over in part, much to the delight and interest of passers-by. John Hill led the teams with all the scenery work. With the streams, a runny mix of casting plaster was poured into the bed, allowed to settle and dry. This was then painted to the required colours, followed by a few coats of a clear gloss to add depth. Very effective. John also did all the back drops; of special interest was the machinery and structures painted on the backdrops at the port and coal mine areas.

The overhead masts were tinned 1/8th" square brass rod onto which the catenary arms were soldered. The assembled masts were stuck into place with liquid nails. The actual catenary and contact wires were not installed for practical purposes. This whole idea came from the NSW Branch who said in a Journal that they were going to install this type of 'Claytons' catenary on their Hawkesbury HO layout. We thought it was a good idea and we used it. It is very realistic from the viewing distance and scale used on this layout.

Rolling stock was in the capable hands of Geoff Perkins and Arthur Hayes. One advantage of doing the layout in N scale was the availability of good rolling stock parts. The Kato Bo+Bo+Bo Electric locos fitted very well under our new electric loco bodies made from styrene by Geoff. These mechs perform beautifully. The bodies were painted in the new electric loco colour scheme of orange top, white middle with red QR logo and green base with green and orange fishbone strips on the ends. Arthur used the Kato freight bogies under scratchbuilt coal wagons built up from styrene. Templates were used to aid cutting out. Perhaps Arthur will do a short article on their construction in the future.

The layout was set up in the Exhibition hall on the Thursday night before the show weekend so that the Queensland Railways officials and press could get a first hand inspection on the Friday before the show. The Commissioner for Railways, Mr Mendosa, was very impressed with the layout, and we did well out of the following publicity. At special request from the Railways, the new 'travel train' posters were photographed, the prints cut out and the miniature posters stuck onto the railway buildings on the layout.

During the show, the layout was a very popular one with visitors. Seeing the new electric locos in action was quite a sight. The rolling stock and layout performed very well, and members operating the display were able to easily synchronise the trains so that a full train appeared as an empty train disappeared at the mine, and at the

other end, at the port, an empty train would appear as the full one disappears into the unloading shed. This type of running always left a train on the move out front - an important thing at exhibitions.

Many visitors really thought that there was only one train in operation and that somehow the coal was sucked up at the port and dropped in at the mine. It took some time for some visitors to realise that two trains were in operation, one train returning but of sight at all times.

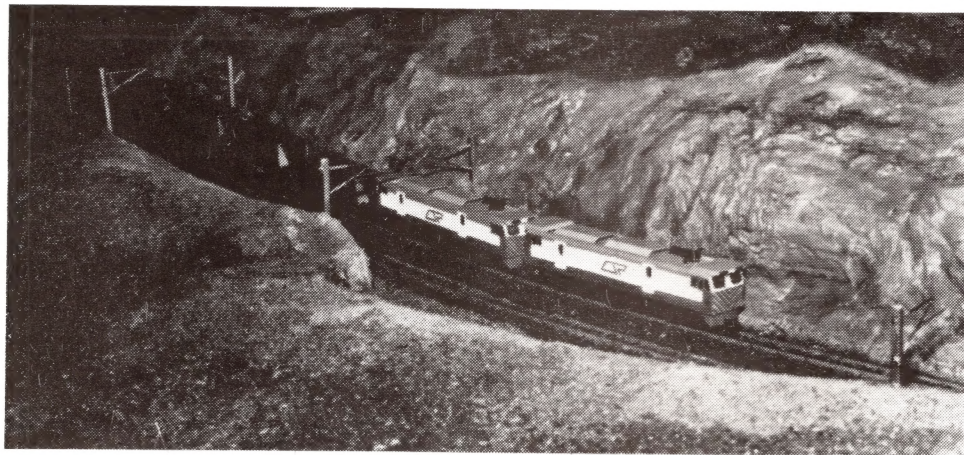
The Commissioner for Railways visited the show again on Saturday evening and was very impressed with the show in general, and pleased to see the QR layout operating so well and proving so popular. Mr Mendosa formally opened the Exhibition that evening.

After the Exhibition, the layout was delivered to the QR, and have since mounted it in the wagon

for transport and display. It is planned that the wagon will travel throughout Queensland for a few months displaying what electric traction on the coal lines will mean. The new locos have a rating of 4000 hp.

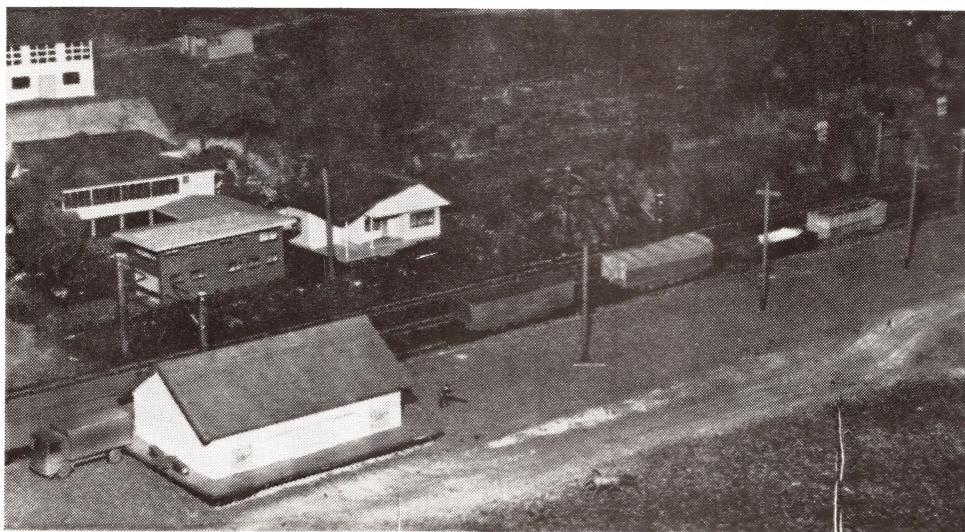
The project was certainly a big one - perhaps too big for a Branch like ours to do. However, now it's all over, it was a lot of fun, an interesting and educational challenge for the Branch, a good test of our skills and resources. It helped us pull together as a Branch in one direction and most think it did us a lot of good as a whole. The Queensland Branch is probably one of the most diverse clubs in Australia with some 15 different scales and prototypes catered for in the Clubrooms. The success of the project showed that when railway modellers work together, big things happen.

1551



A loaded train climbs over the great dividing range to the coast.

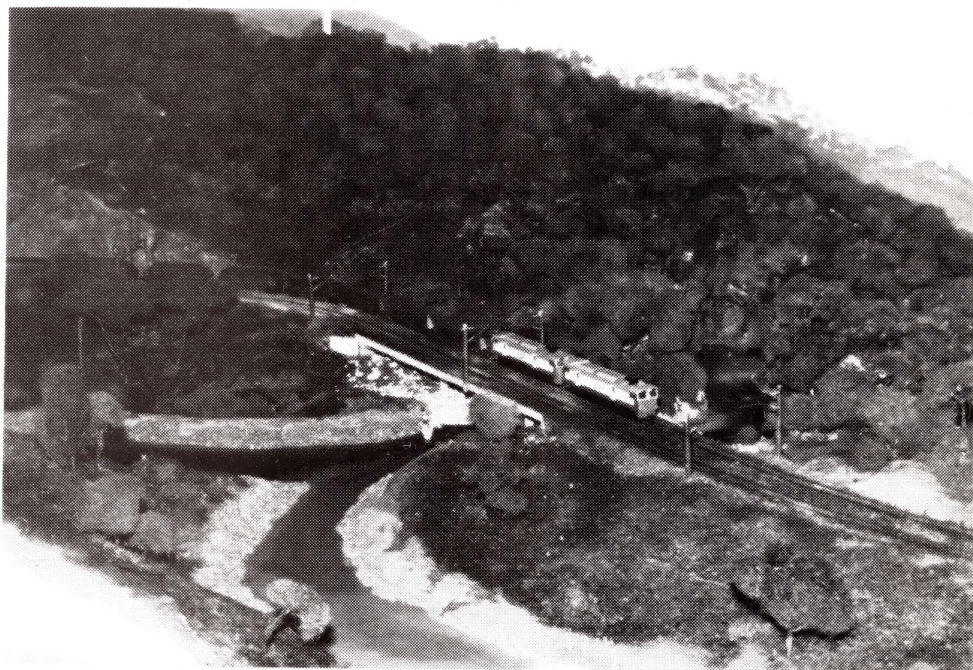
Near to the town, a fine country house was modelled by Al Morgan.



The station yard and goods shed - note the QR posters on shed.



Two trains pass nearby the town.



Close to the port, a coastal stream is crossed. 900 feet were made for the layout



A scene of the town and station.

HYLTON

by Paul Kehoe

© Paul Kehoe, 1985

The material is copyright and AMRA has the right to print this material once without charge or fee, but has no further rights in the material.

All other rights remain mine exclusively.

Part One - The Idea

In the beginning was THE IDEA.

What IDEA? Well, with any layout, any model, the idea is the springboard to it all, no matter what the gauge, scale, geographical location, aim or whatever else. And the idea is a personal one which will take shape and form and be successful or not depending on the realisation of that ideas as YOU interpret it and no-one else.

HYLTON began by being the next stage in the development of my interests in model railways, a development which began back in the dark mists of time when mum used to take me to watch the trains go by.

The resurrection of this interest a few years ago - four, to be exact - was controlled by the following premise:

"A model railway should be just that - a model of a railway."

Not just a collection of tracks and trains in any unlikely setting running aimlessly around a board. But remember, this is my railway and my interpretation. You may well like the above collection of tracks and bare boards.

The two key words are 'model' and 'railway'. The second is, perhaps, more easily disposed of than the first. Or is it? Surely a railway consists of a great deal more than the bare track. There is the civil engineering, the peculiarly railway buildings, the crossings, the small huts, the dumps of rail and sleepers, the works, the signals - and all are to come together as an homogenous whole in order that the 'model' is a true representation of the 'railway'.

In other words, a 'model railway' is distinguished from a 'toy railway' only by the attention to prototypical detail that is accurately reproduced.

In order to achieve this most laudable aim, I assumed, in my ignorance, that smaller was better and launched enthusiastically into N gauge - without bothering to really find out anything about it.

I rapidly discovered that it wasn't for me, although I still have a sneaking liking for the possibilities that exist with 2 mm scale for carving out a slice of the (English!) countryside and presenting it in miniature as has been superbly demonstrated with the model - Chiltern Green and Luton Hoo.

Incidentally, for those of you who asked, requested and demanded that I produce words other than those contained in letters of frustration, I direct you to Journal No 147, March/April 1982, wherein you will find a discourse called - FRENCHWOOD - AN N GAUGE FANTASY.

Er - where's your article(s)?

Anyway, what was it that wasn't giving me the satisfaction I craved? The creativity was there in abundance, of course, but, to me, the atmosphere of individuality was missing.

And I decided that the only way to get that elusive atmosphere was to increase the scale and to individualise the various components which together make the whole.

My first inclination was to 7 mm scale.

After all, the detail which can be incorporated in a model at that scale is, to those who want to model, both appealing and attainable.

But 7 mm brings with it great problems of space utilisation and cost. Even today unless one has a deep pocket, it would seem that 7 mm really is for the lathe endowed and skilled scratchbuilder.

Therefore, like so many wise people before me, I turned to 4 mm scale.

But the obvious coraseness of OO gauge pleased me not at all, and it was that other, much maligned, Western Australian, Ted Thoday, who introduced me to the fine scale concepts of EM. Ted's experience and patience have guided my frustrated and impatient attack on fine scale modelling and moulded it into something approaching competence.

EM gauge (18.2 mm or a scale 4'6" and a bit) gave me a great deal of satisfaction and I would recommend its adoption to anyone who wants to move from OO into a more personal statement of modelling. Of course membership of the EM Gauge

Society is a must to get the most out of the adventure, and both rtr rail and wheelsets are available through the trade with the same ease as that which is available for OO.

And so I came to spend a couple of years - nay, nearly three - making track, points, chassis, kits, an award winning layout, compensating locos and stock, to say nothing of learning how to use simple tools I'd never touched before, along with assimilating a whole vocabulary which, previously, had been a mystery to me.

And gradually coming to the realisation that an insistent little man inside my head kept saying; "You're still not happy with it - you won't be until you model it accurately, so why not go for broke and get into 18.83 mm?"

A visit to the UK in 1983 finally convinced me that the little man in my head was right. The exposure there to modellers of the stature of Iain Rice, Ian Futers and Dave Lowery coupled with some drooling over layouts such as the East Suffolk Light and Beveleys banished forever any lingering doubts.

I still had, however, an amount of purely 18.2 mm gear and this was employed at the 1984 exhibition on a new EM layout, one which has been acquired by the WA EM group and which has been 'Great Westernised' for use in the 1985 exhibition.

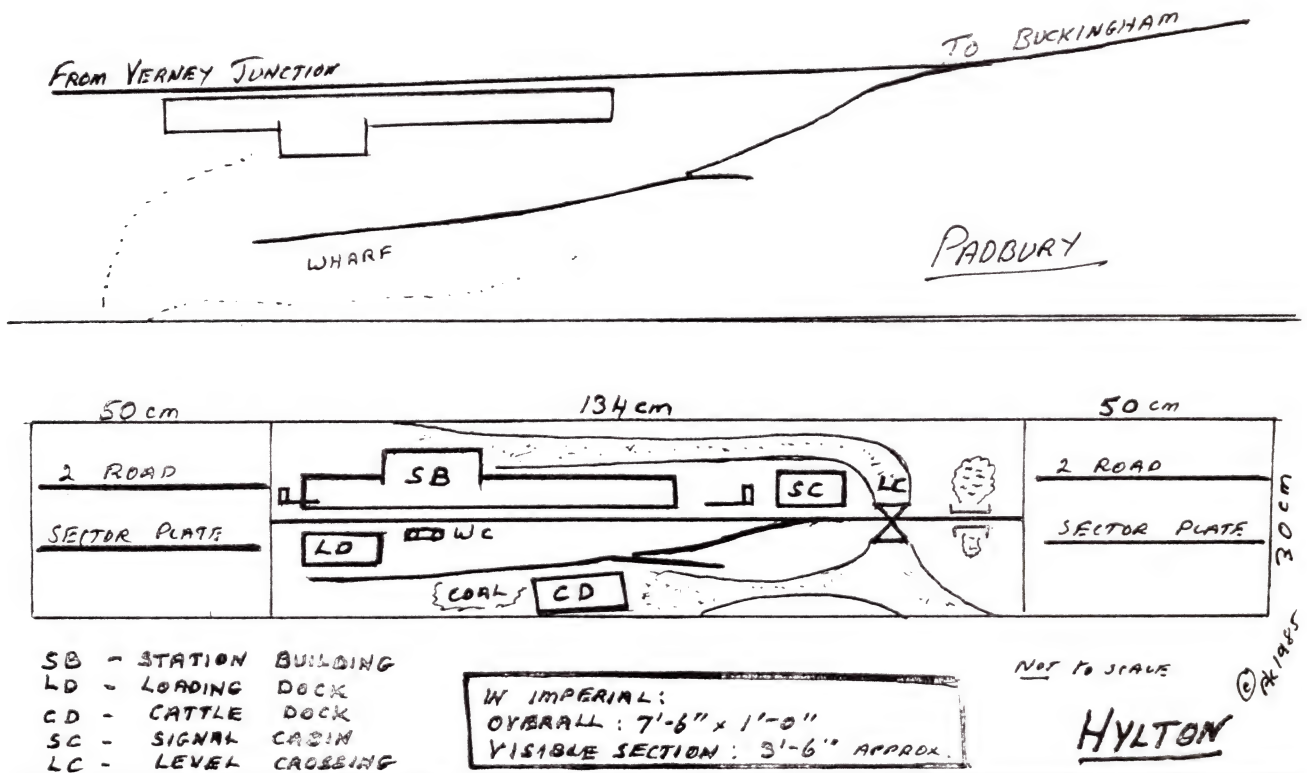
The die was cast. But what to model and was I good enough to produce a model which would run with 0.5 mm flanges on the wheels and exactly scaled prototype clearances through the pointwork?

An amount of agonising produced THE IDEA.

The model would be based on a prototype, a simple station which existed and which had the potential to include all or most of those factors of a railway which give a model that elusive atmosphere.

Further, it would be sufficiently far back in time to enable me to begin to develop a stud of locos and stock (predominantly London and North Western Railway with a smattering of the Lancashire and Yorkshire and the Midland) to run this and other models at a period when the LMS had (or was about to) become an entity and the pre-grouping companies equipment was still evident and proudly wearing their own liveries.

As this was to be test track - more for me than anything else! - I required that it would also be small, in the sense of length and width and would, apart from the actual trains, be constructed with mostly proprietary items which were either pre-assembled or designed to be easily



and quickly built to enable the model to be 'finished' without an interminable wait for structures to be built.

To summarise, then:

- 1 18.83 mm track gauge.
- 2 Prototype track plan or an adaptation of one which retained the essential features.
- 3 Set between 1890 and 1925.
- 4 Small and lightweight for ease of handling and transport.
- 5 Inexpensive to encourage destruction should it fail to work!!!

And the first consideration was the acquiring of a track plan.

A most enjoyable wander through the pages of the OPC publication: 'An Historical Survey of LMS Stations, Volume 1', revealed the plan and photographs of PADBURY.

I'm sure that most serious modellers will be aware of the name Peter Denny and of the great contribution he has made to the hobby through his magnificent model - Buckingham Great Central.

The Reverend Denny's model incorporates a small station called Verney Junction. Both Verney Junction and Buckingham exist, with PADBURY in fact in between the two. Padbury was a small LNWR station sited on the Banbury branch of the LNWR. To help set the geography a little more clearly, Cambridge is sort of east of Padbury, with Oxford sort of south, Rugby sort of north and Cheltenham sort of west - sort of

So, Padbury - a single track line with, at the station, a single siding curving behind the station building and originally laid in 1878 to accommodate engineer's trains.

The siding was isolated from the main running line by a catch point, with the catch point, main point and the signals being operated from a correctly interlocked lever frame on the station platform.

There was the added safety of a padlock on the main point blades, the key to which was held by the station master.

The station building was constructed of red brick and accommodated a station master and staff, probably a porter and a booking office clerk.

The station closed to goods traffic on 6 January 1964 and to passengers on 7 September in the same year - and it can be assumed that the spectre of Dr Beeching haunts this place as it haunts so many others

The siding ran to a wharf contained in the approach to the station, suggesting that the siding was used eventually for purposes other than the original one of simply providing somewhere for engineers trains to stand whilst work was carried out.

And so the reality was evident. But how to employ it to produce a simple yet satisfying model which could be worked correctly to regulations and still give operational interest and variety, be a 'model' and, perhaps, capture some of that pervasive atmosphere?

The final result is shown on the track plan, but its gestation from IDEA to MODEL will unfold in future issues.

THE EM COLUMN

MODELLING IN EM

by Ångström

I have been modelling the English prototype for 30 years in the popular 4 mm scale and naturally when I started out as a teenager, I chose 00 gauge as this was the commonly used gauge, and in any case, I knew no better. It must have been five years before I even knew that this gauge (16.5 mm) was grossly underscale for 4'8½" track. This fact didn't worry me for the next 15 years, since my models looked good enough and ran well enough. However, having then got involved in a club Protofour project and seen that true-to-scale trackwork really did make a difference to appearance, I became more and more dissatisfied with 00. It took me another five years to make the firm decision to change and now I have, not to Protofour, but to EM.

What is EM?

The nomenclature 'EM' simply means 'eighteen millimetre' and originally 18.0 mm was the track gauge used by EM modellers. The scale remained 4 mm/ft as in OO. The back-to-back dimension for EM was chosen as 16.5 mm. It was realised after some years that the EM standards had been poorly formulated and that the gauge needed to be opened out in order to achieve the best reliability of performance. The system known as EMF then came into existence with a track gauge stated as 18.2 mm minimum and all other dimension the same as EM.

Nowadays EMF is universally used and the 'F' is normally omitted. Other significant dimensions of EM are flangeways of 1.0 mm minimum dimension, and flanges of 0.5 mm minimum effective width. Personally, I like to have nominal dimensions for which to aim, as well as the minimum and maximum dimensions which should not be breached.

The EM system that I use specifies nominal dimensions as follows:

Trackgauge - 18.3 mm
Flangeways - 1.05 mm
Back-to-back - 16.5 mm
Tyre widths of 2.2 mm
Flange widths of 0.6 mm

Since fine scale OO/HO standards (AMRA) stipulate flangeways of 1.25 mm, tyre widths of 2.5 mm and flange widths of 0.7 mm, EM can be said to be a 'finer scale' system than OO fine scale.

Protofour with flangeways of 0.7 mm, tyre widths of 2.0 mm and flange widths of 0.4 mm is even finer still.

Why EM?

Having dabbled already in Protofour, I had come to realise that apart from appearance, it had nothing to recommend it. In my opinion the working tolerances are just too fine to be maintained for anything but a very small layout (see recent correspondence in this Journal). On the other hand EM track, although 0.5 mm underscale, cannot be distinguished from Protofour and the flange profiles, although about 50% overscale, look about right from any distance over one metre.

The big advantage of EM is that OO/HO recommended flange profiles are just tolerable within the limits of stipulated EM dimensions. Although the EM tolerances on back-to-back and trackgauge of about ± 0.1 mm are a little tighter than OO/HO, modelling in EM is not beyond the capability of any careful modeller, even without lathe turning equipment. The advantage of appearance over fine scale OO is very significant where the items under inspection are kit or scratchbuilt.

If you are a modeller who is committed to ready-to-run purchases and code 100 track, there would be little point of contemplating modelling in EM. Apart from the fact that there is little or nothing available in EM ready-to-run, the overall coarseness of proprietary items would mask any apparent advantage of appearance.

Being a finer scale system, EM suffers in comparison with OO in that the minimum lateral clearances between wheels and track are tighter. Therefore, sharp curves cannot be tolerated. In my case I was committed to 3 ft radius curves in an existing layout and found it necessary to increase the side play in the loco wheels after converting from OO. Also, it was necessary to widen the gauge on the tight spots on curves to as high as 18.6 mm. Oddly enough, EM allows more gauge widening than fine scale OO.

Conclusions

Having converted from OO to EM, I am over-

whelmed by the difference it makes to appearance. Reliability of operation is just as good as it was in OO, if not better. This is due in part to the fact that I now remachine all wheels as a matter of course, whereas in OO I accepted some proprietary wheels as bought; but more particularly, smoothness of running is improved at crossings due to the narrower flangeways.

Modelling in EM is only of interest to the 4 mm/ft British modeller and I would not recommend it to the ham fisted. However, if you have reasonable skills and are after improved appearance, I would encourage you to try it.

MY EM GAUGE LAYOUT

by George Noble

NAILSWORTH

I originally started building the baseboards in January 1982, and at that time I had not decided how the track plan would be. In November 1982, after a great deal of thought, I joined the EM Gauge Society and commenced construction of the fiddle yard trackwork. In early 1983 I decided that the layout would be called Nailsworth, but that the track plan would be of my own design depicting British Railways steam period as it could have been had it been more successful. The station building, goods shed and associated buildings will be scratchbuilt models of the prototype. Material used in construction will be card and paper.

Nailsworth is in hilly cotswold country in Gloucestershire, England. Nailsworth station is closed today. It was originally built by a private company in 1863 called the Stonehouse and Nailsworth Railway. It was first opened to freight, then passenger traffic in 1886 when the line became part of the Midland Railway. The line eventually passed into the LMS and then British Railways. Passenger traffic ceased in 1949, with freight continuing on till the early 1960s.

The layout is quite large, being 30' long by 10'3" wide. The design is of a complete circle, with a fiddle yard of four tracks on one side. The station and town, with entry and exit countryside, making up the rest. I started building the main trackwork in January 1983. The track is built in the Joe Brook-Smith method, which is prepunched wooden sleepers, which have hollow brass or copper rivets inserted and rivetted over. The sleepers are then inserted into a jig and gauges are used to space and align the track while it is soldered to each rivet. Points are made by inserting a plan under a sheet of glass jig. Point sleepers are cut from a plywood strip. The rivet positions are drilled to coincide with the rails. I think that the marking out and riveting of the point sleepers is probably the most tedious part of making points. The fiddle yard track work is made with copper clad sleepers and flat bottom rail. After making both types of track, I would say that the wood and rivet system is superior.

This hand made track took me from November 1982 till December 1984. As you can imagine, it is quite daunting to a newcomer. I could have used Ratio or SMP plastic track and SMP point kits. I was undecided for a long time about the prospect of making so much hand built track, but after looking at Ted Thoday's track work and talking to Ted about it, I decided to take the plunge. Well, I have finished now! I think I am still sane, well as much as I used to be.

Just to give you some facts about the track work, it is as follows:

My track is made from code 75 bull head rail. Each piece of track is 20" long.

There are approximately 83 sections of track and 25 sections in the fiddle yard of my layout. There are 16 points in total, with six being in the fiddle yard, and they include two double slips, two three-way and the rest being plain left or right hand turnouts. The layout consists of 4500 wooden sleepers and 9000 brass rivets. The points consist of 420 sleepers and 1000 rivets. In the fiddle yard there are approximately 750 copper clad sleepers and an extra 200 for the points. All together there are, if you consider that every sleeper has two solder joints to both rails that sit on it, approximately 12 000 soldered joints. It sure is a lot, but I spread it over two years, and did it without completely ignoring everything else (including you know who).

Next comes the job of making point controls which will be with point rodding controlled by PMG keys. The electrical wiring will have approx-

imately 20 cab control section switches, which are also PMG keys. I hope to have Ratio signals electrically operated and lit by fibre optics sometime in the distant future.

Most of my rolling stock is Mainline which has been converted to EM by simply replacing the existing wheels with EMGS wheel sets. I will probably convert most of my locomotives by building 'Preserverance' chassis and fitting EM wheels with power coming from either 'Anchoridge' or 'Portescap' motors. I have found that once you get involved to this extent, you are not satisfied with anything else.

I have finished some scenery on one module which I took to the 1984 AMRA exhibition, but alas it will be a long time till it will all be finished, even with Graham Watson stirring me in the background. I was thinking - I could have made half a point in the time it has taken me to write this article, BUT with a smile I can say, "I HAVE FINISHED MY TRACK WORK"!

TURNING LOOP WIRING

A simple and free running system

Reprinted from New Zealand Model Railway Journal :
February 1985

There are several methods of achieving this action. We'll assume you are not using command control, but regular block control running a two-rail, 12 volt system.

The system I was using needed a section of train length track within the loop to change direction setting of the throttle and track polarity to obtain continuous running.

This was achieved by flicking the track polarity switch at the same instant. If the timing was not quite right, the train either jerks (momentarily stalls) or runs in reverse and then forward again in response to the switch changes. Not good practice for long motor life.

The system outlined herein. I have used as it is in use on John Agnew's West Coast Railway. The prime factor and reason for its simplicity is in the fact that it is a separate block electrically, including DIRECTION CONTROL. This block requires its own forward/reverse switch. Your usual train direction switch has no effect on this tract at any time.

For this reason, hand held throttles where the power supply is hand held, i.e. 'WAT', two extra wires must be run for the system to work. These two wires come from the output stage of the power supply, easily recognised as they will be the two wires running to the reversing switch from the circuitry, and are connected to the loop reversing switch (see Fig 1).

If your power supply is layout mounted (hand-set only contains speed and direction control equipment), things are easier as the loop direction switch connects at a base board location.

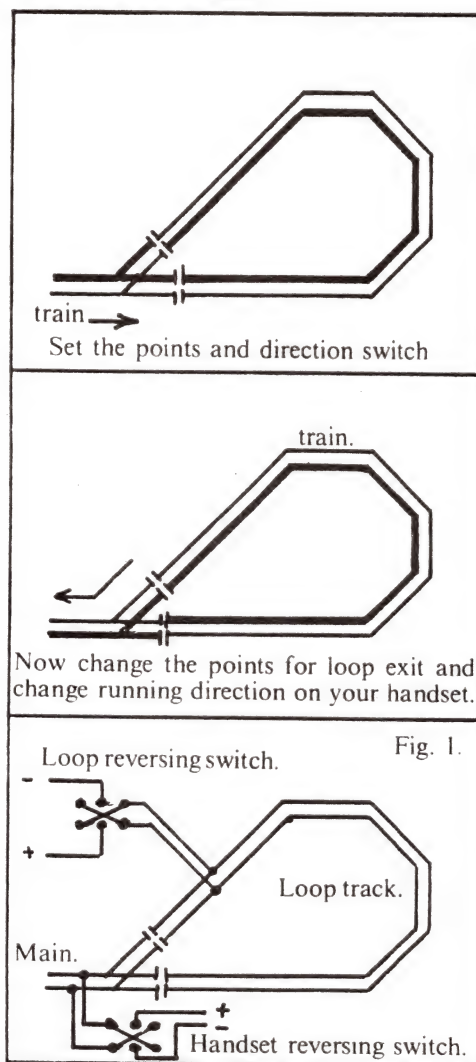
How It Works

The block immediately next to the loop includes the point.

Once the locomotive crosses this point and enters the loop section, you lose control of the direction, but not the speed of the train. Direction control is now set from the loop reversing switch. Of course this switch only controls the direction of running within the loop.

To Operate

Knowing you are about to run a train through



the loop, select the correct direction of travel round the loop using the loop reversing switch. When the train is in the loop, simply change the points and flick the reverse switch on your handset. Your train will proceed out onto the main without any problem.

A fully automatic system can be designed using train detection circuitry to change the points and loop polarity; you just change the running direction on your handset ready to accept the train when it exits the loop.

BACKSCENE PAINTING

This article was prepared by Roger Lloyd from notes written and supplied by Colin Waddingham at the Hobson's Bay Convention held in 1981.

To give greater feeling of depth and realism to our model railways we can add another dimension by painting a backdrop to suit our layouts particular needs.

To some this may be a City type backdrop of buildings, walls, streets, people, etc. This can be created from photographic material of your favourite area or local scene depending on your layout design.

Semi suburban or rural areas may be the choice of others. This is a personal decision to make.

There are other decisions to be made, namely:

1 The season, i.e. AUTUMN, rich browns, yellows, rusty colours. WINTER, green greys in the landscape, blue greys in the skies, generally dismal, and in my opinion not interesting enough. SPRING, bright greens, pink and white blossoms. SUMMER, here in Australia Ochres browns, soft warm colours, this would be more my choice.

Your layout, if large enough, could be split into the four seasons, gradually blending from one to the other. That again would be a personal choice after no doubt a great deal of consideration.

2 Very important is the lighting. You must decide where your light source will come from. Experimentation on your part will help you here,

as obvious problems arise, i.e. if your modelled trees or buildings, etc., are placed close to the backdrop and the light source is directly in front of your layout, you will throw a shadow which will fall on to the flat surface until it reaches the vertical backdrop, then it will bend at right angles and travel vertically up the painted landscape; this would not be acceptable. I would suggest you have your lighting from above which would give you a noonday lighting effect and your painted shadows then can be simplified on the backdrop.

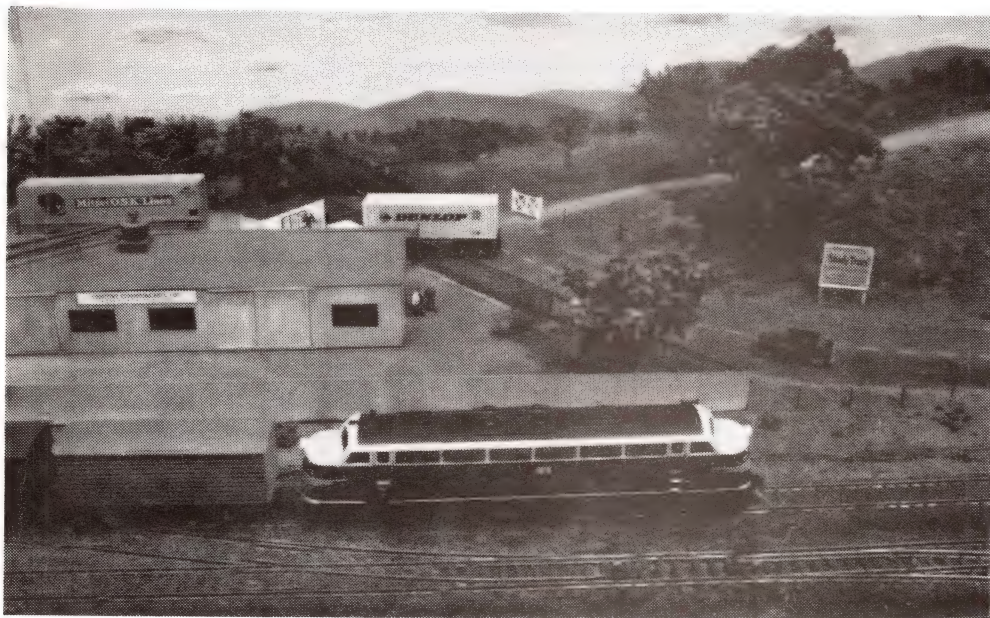
3 The perspective this decision is automatically made by the scale you are running. You must watch the scaling down in your perspective.

I suggest you read article 10 in 'Scenery' for model railroads by Bill McClanahan. This article, as an artist myself, I find common sense and worth your while obtaining a copy.

Materials

You can use masonite - plaster sheeting - wall board (all sealed). Cotton Duc canvas can be adhered to the masonite and any of the other surfaces if required - all surfaces must be primed with a good quality undercoat, or a gesso medium (from your local art shop). If you work in oils, oil based primers are preferable, but water based acrylics require acrylic primer coats.

(As a beginner, I find acrylics easier to use - Roger Lloyd).



The Victorian Branch HO Mod-rail layout is improved by the addition of the backdrop, painted by Roger Lloyd. Compare this photo with the one taken at Corio exhibition without the backscene taken in a similar spot.



Brushes

Hog hair, round or flat, for the main large areas, sableline and sable for the finer or softer details.

Paints

In either oil or acrylic.

- 1 White
- 2 Yellow Ochre
- 3 Cobalt Blue
- 4 Alizarin Crimson
- 5 A bright yellow (lemon)
- 6 Ultramarine Blue
- 7 Light red
- 8 Burnt Sienna

If working with oil paints, an oil painting medium and turps is required.

With brushes or paints, your local art shop will help you.

You will need clean rag, tin plates, or trays, patty baking tins are okay; if working in oils a wooden palette, in the case of acrylics, jars for water.

Before starting, you would require to gather whatever reference you would need - photos of buildings, etc - then make a simple sketch moving your props, i.e. trees, buildings, etc, around until you consider you are satisfied. Don't worry too much, you can add or subtract as you go along, or change the colours or tones if your first effort wasn't accurate enough.

To paint a rural scene, I suggest you use mainly these colours:

- . White
- . Alizarin Crimson
- . Cobalt Blue
- . Yellow Ochre
- . Burnt Sienna

Keep a simple colour scheme - these colours can continue forward into the foreground and modelling.

For the Blue Greys of distant mountains and some shadows, mix the following:

White with touches of cobalt blue and alizarin crimson, the more distant the lighter they will be in tone (tone = degree of light or shade).

As you progress forward in the painting, add more cobalt and alizarin crimson. In the middle distance add yellow ochre and use less white, getting darker in tone, creating an illusion of third dimension. The landscape itself should be lighter using variations of white with yellow ochre and small additions of alizarin crimson and cobalt blue.

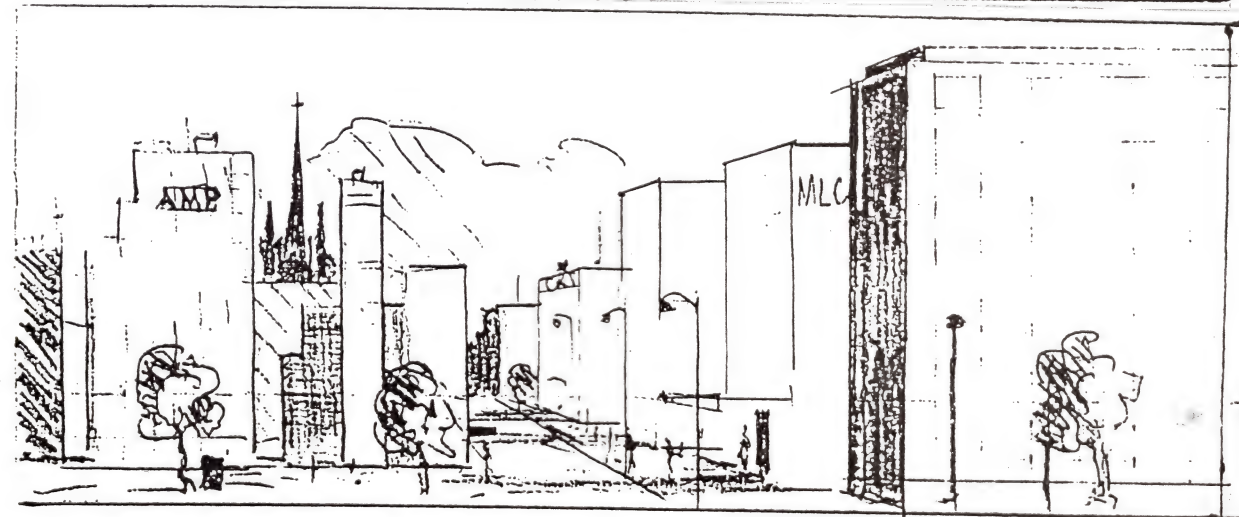
In the case of New Zealand and English modelers, you should make the landscape greener using mauve shadows by mixing crimson with the green mix or with cobalt blue and white.

A point to remember - the landscape colours are not vivid colours, but are best described as yellow, green, brown or blue greys, etc. Warm colours in the foreground, cooler colours in the distance.

A tip - add lift and life to a scene by dabbing white or light grey to the sunny side of tree trunks, posts and avoid that uniform colour that marks children's painting.

In conclusion, I would like to say 'Have a go' don't say 'I cannot draw, I would be hopeless' they are negative thoughts, if you don't try you will never know whether or not you can produce an extra exciting dimension to your layouts. Wherever you live, I am sure there would be members of an Art Society willing to discuss and help you with your problems, or a local painter who teaches painting; however, before joining a class, discuss fully why you want to paint and what subject matter you are interested in.

Rough sketches before painting - mark your board or painting area with your horizon line - examples below.



COLOUR MIXTURES

This article is reprinted from a booklet produced by Winsor and Newton, artists paint suppliers

Every colour has four qualities:

- 1 Hue, e.g. red, blue, yellow
- 2 Value - light or dark
- 3 Chroma or purity, i.e. the extent to which the Hue is free from any White constituent
- 4 Temperature, i.e. the degree of warmth or coldness from an aesthetic point of view. The distinction between 'warm' and 'cold' colours is purely artistic and has no physical basis.

We mix colours to modify one or more of these qualities.

When matching a colour, choose the nearest you have to it and modify it by the mixture of only one other colour if possible. The mixture of three or more colours will sully them considerably.

Water colours are lightened by the addition of water or white. The former, as a rule, gives a more transparent effect by allowing more of the white paper to shine through the paint. The latter gives an opaque colour - 'body colour'. An opaque added to a transparent colour necessarily produces a more or less opaque mixture.

It is easier to decrease than to increase the brilliance of a colour; therefore, work with brilliant colours.

A colour is 'degraded', or partially neutralised or greyed, by the addition of black, brown, grey or neutral colour or by mixing some of its 'complementary' or opposite colour with it. Roughly the main complementaries are yellow and violet, orange and blue, and red and green.

Colour can be 'local' or 'atmospheric'. The house painter uses local colour; the painter, especially the landscape painter, uses atmospheric colour, i.e. local colour modified by atmosphere. Local colours appear more neutral the farther they are away (perspective of colour).

Local colour is modified by light, atmosphere (distance), texture and reflection (to some extent every object is a mirror reflecting something of the colours of nearby objects).

The early water colour painters laid in their shadows first with a neutral or shadow colour. When this was dry, they washed their local colours over it. The more recent practice is to prepare separate mixtures for the shadow passages.

Colours can be 'flat' or 'graduated'. The former is uniform, the latter lighter and darker, warmer and cooler, brighter and duller, and varies in hue in different strengths. 'Broken colour' is colour varied by the introduction of another colour broken into it.

Colours may be mixed on the palette or on the painting ground, e.g. paper, canvas. On the palette the colours may be mixed to a uniform hue. On the painting ground two or more colours may be allowed to run or fuse together, or are worked together without preliminary mixing on the palette. Or one colour may be laid over another.

If this latter method is applied to water colour painting, it is usual for the first colour to be 'washed over' with plain water as soon as it is dry, in order that no loosely held pigments may mix with, and sully, the succeeding wash.

Points to remember are -

- 1 that in oil painting, zinc white gives clearer tints than flake white with the colder colours, and
- 2 that, in general, the effect of mixing white with a colour is to make it incline a little more

towards violet. For this reason, blues with a greenish cast (prussian and cerulean blues) afford purer blue tints than if the really pure blues (like cobalt and ultramarine) are employed.

The range of colours chosen by any particular painter as those most suitable for his special type of work is usually spoken of as his 'palette', although strictly speaking, the term belongs to the portable surface, provided with a thumbhole, on which colours are laid ready for use. While, however, we know the 'palette' used by the greatest masters in oil or water colour, it should not be assumed that by adopting the same set of colours we can arrive at the perfection attained by any of these great men.

To gain experience in colour mixing, the palette should include as few colours as possible. The result obtained by mixing colours together necessarily depends on the proportions in which they are blended, and the precise hue required can only be arrived at by experiment. Where the constituents of a mixture differ in strength one should start with the weaker colour, and then gradually add the stronger one until the desired result is obtained.

The three 'primary' colours, from the colour mixer's point of view, are yellow, red and blue. They are so called because by mixing paints of these three hues all other hues may be obtained and that the same result cannot be obtained from paints of any other three colours. In the three-colour printing process, where the conditions of colour mixing are much the same as with the artists' paints, the best results are arrived at by using -

- 1 a pure yellow;
- 2 a rather bluish red (like carmine), and
- 3 a somewhat greenish blue (of prussian blue type).

The three 'secondary' colours, orange, green and violet, are obtained by mixing two of the primaries. And finally the so-called 'tertiary' colours are the result of mixing two of the secondaries; but since, when we perform this operation, no fresh hue can be produced, and we merely obtain a duller variety of one of the primary or secondary colours, the term is now obsolete.

a Greens are made by mixing yellows, or oranges, or browns with blues.

b Purples and violets by mixing red or crimson with blue.

c Browns are orange mixed with blue or green or grey.

d Greys result from mixtures of three primaries or two secondary colours.

Yellows require the greatest care as yellow sullies very easily. Reducing the brilliance or tone of a pale yellow by adding black gives it a greenish hue. To darken yellow, whilst retaining its warmth, use brown instead of black.

When, with a limited palette, you can match the local colours of objects of a flat or uniform hue, learn to graduate the colour to suggest modelling. Then place near the coloured object another of a different hue and try to render the reflection of one object in the other by interchanging their colours. Finally, learn to modify local colour by atmosphere, placing, as far away as possible, an object the local colour of which you have already mixed and match the colour as it appears in the distance.

A good way to acquire experience in colour mixing is to copy a painting as exactly as possible. The mixtures specified at the end of this pamphlet must be looked upon only as preliminary suggestions which by no means exhaust the possibil-

ities. Make these mixtures and then try to produce the same colours by other mixtures.

White has been excluded from the water colour mixtures, though its moderate use with colours often adds to their subtlety. With oil colours the case is different; and, as a general rule, white in varying quantities is added to mixtures of oil pigments.

The addition of a very little of another colour to the suggested mixture sometimes increases their subtlety, but at the risk of making them duller, on the general principle that every additional colour added to a mixture is a step towards blackness.

Some Suggested Colour Mixtures

The suffix O indicates an oil colour mixture and the suffix W indicates a water colour mixture. The basic colour of the mixture is mentioned first; generally only small quantities of the second and third colours should be added.

LANDSCAPE

Skies

a Cool Grey

Cobalt blue and vermilion OW

Cobalt blue and light red OW

b Warm Grey

Cobalt blue, light red and yellow ochre OW

c Dark Grey

Winsor blue and indian red OW

d Blue

Cerulean blue OW

French ultramarine graduated through cobalt blue to cobalt blue mixed with vermilion or rose madder genuine at the horizon OW

e Light Clouds

Cobalt blue or french ultramarine and indian red OW

Cobalt blue, light red and yellow ochre OW

Ivory black and raw umber O

Lamp black and raw umber W

f Moonlight

French ultramarine and burnt sienna OW

French ultramarine, rose madder genuine and viridian W

Grass

Viridian and raw sienna OW

Viridian and cadmium yellow pale (bright sunny green) OW

Viridian, yellow ochre and vermilion OW

Yellow ochre and french ultramarine OW

Raw sienna and french ultramarine OW

Winsor blue and new gamboge W

Winsor blue and raw sienna or yellow ochre OW

Foliage

Viridian and cadmium yellow OW

Viridian and raw sienna OW

Viridian and burnt sienna OW

Viridian and burnt umber OW

Cadmium yellow and light red or burnt sienna (autumn foliage) OW

Tree Trunks

Viridian and indian red OW

Burnt umber and cobalt blue OW

Indian red and french ultramarine OW

Distances

Cobalt blue and alizarin crimson O

French ultramarine and rose madder genuine W

Broken Foregrounds (earth showing through)

Indian red and yellow ochre OW

Rose madder genuine and viridian W

Indian red and french ultramarine OW

Weeds in Foreground

Viridian and raw sienna OW

Winsor blue and raw umber OW

Roads and paths

Yellow Ochre and light red OW

Yellow ochre and rose madder genuine W

Burnt umber, cobalt blue and viridian OW

Payne's gray OW

BUILDINGS

Red Brickwork

Light red and burnt umber OW

Stonework

Raw umber and french ultramarine OW

Raw umber and ivory black O

Raw umber and lamp black W

Thatched roofs

Burnt umber and cobalt blue OW

ANIMALS

Sheep

Yellow ochre and indian red OW

Cattle

Burnt sienna and indian red OW

Burnt sienna and french ultramarine OW

Raw sienna, rose madder genuine and sepia W

Brown Horses

Burnt sienna and indian red OW

Burnt umber, indian red and ivory black OW

SEAS

Stormy Waves

Cobalt blue and raw umber OW

Trough of Waves

Viridian and alizarin crimson O

Viridian and rose madder genuine W

Big Waves

Viridian and french ultramarine for deep water. More green when nearer to shore. Pure viridian for green seen through extreme tip of waves against the light OW

Green Reflections Under Boats in Sea Water

Viridian, with a little raw sienna OW

Tanned Sails of Boat

Burnt sienna and burnt umber OW

Indian red and burnt umber OW

Light red and burnt umber OW

White Sails

Thin wash of yellow ochre or raw sienna W

Falke white and yellow ochre or raw sienna O

Warm Sandy Beach

Raw umber, rose madder genuine and cobalt blue W

Raw umber, alizarin crimson and cobalt blue

White Sails

Thin wash of yellow ochre or raw sienna W

Falke white and yellow ochre or raw sienna O

Warm Sandy Beach

Raw umber, rose madder genuine and cobalt blue W

Raw umber, alizarin crimson and cobalt blue O

Rocks

Burnt umber and cobalt blue OW

Burnt umber, french ultramarine and viridian OW

Seaweed on Rocks

Burnt sienna and viridian OW

Green Weed on Quayside

Viridian and raw sienna OW

Anti-fouling Composition on Ships

Light red OW

Smoke
Cobalt blue and white OW
French ultramarine and burnt sienna OW

FIGURE PAINTING

Flesh
Rose madder genuine and yellow ochre W
Indian red and raw sienna OW
Vermilion and yellow ochre OW

Darker Shades
Indian red and raw sienna OW

Green Hues
Viridian and light red OW

Greys
Indian red and ivory black OW

Strong Shadows
Indian red and raw umber OW

Fair Hair
Burnt umber and raw sienna OW
Indian red and french ultramarine (in depths of hair) OW

All mixtures mentioned can be made from the following permanent or reasonably permanent colours. As he progresses, the painter should be able to reduce their number.

OIL COLOUR

Alizarin crimson
Burnt sienna *
Burnt umber *
Cadmium yellow
Cadmium yellow pale
Cerulean blue *
Cobalt blue *

Flake white
French ultramarine
Indian red *
Ivory black *
Light red *
Payne's gray *
Raw sienna *
Raw umber *
Vermilion
Viridian *
Winsor blue
Yellow ochre *

WATER COLOUR

Burnt sienna *
Burnt umber *
Cadmium yellow
Cadmium yellow pale
Cerulean blue *
Chinese white *
Cobalt blue *
French ultramarine
Indian red *
Lamp black *
Light red *
New Gamboge
Payne's gray
Raw sienna *
Raw umber *
Rose madder genuine
Sepia *
Vermilion
Viridian *
Winsor blue
Yellow ochre *

* Denotes absolutely permanent colours

MORE MATCHBOX MODELS FROM THE NONNY MOUSE ARCHIVES

As before, 'MW' stands for metal wheels.

<u>CAT NO</u>	<u>YEAR ISSUED</u>	<u>DESCRIPTION</u>	<u>COLOUR(S)</u>		<u>SCALE</u>
43	1957	Hillman Minx	Grey and cream (Light blue and white in 1959)	MW	1/64
	1963	Aveling-Barford Tractor Shovel	Yellow		1/97
	1968	Pony Trailer	Yellow		1/63
	1973	Dragon Wheels(!)	Green		1/59
	1980	Steam Locomotive	Red and Black		1/65
44	1957	Rolls Royce Silver Cloud	Metallic Blue (Grey in 1959)	MW	1/80
	1964	Rolls Royce Phantom V	Silver Grey		1/74
	1968	Refrigerator Truck	Red and Green (Yellow and red in 1970)		1/86
	1973	Boss Mustang	Yellow and black		1/86
	1980	Railway Passenger Coach	Red and Cream		1/88
45	1957	Vauxhall Victor Series I	Yellow (Green and yellow in 1959 and Cream in 1964)		1/72
	1965	Ford Corsair and Boat	Cream and Brown (Cream and green in 1968)		1/71
	1970	Ford Group Six	Metallic Green (Fawn in 1973 and Red in 1975)		1/56
	1976	BMW 3.0 CSL	Red (Cream and orange in about 1979)		1/62
46	1957	Morris Minor 1000	Dark Green (Cream or Blue in 1957)	MW	1/72
	1960	Pickford's Van	Dark Blue (Green in 1963)		1/112
	1968	Mercedes 300 SE	Green (Blue in 1969, Metallic Yellow in 1970, Tan in 1971)		1/66
	1973	Stretcha Fetcha (!)	White		1/66
	1980	Ford Tractor and Harrow	Blue and Yellow		1/52
47	1957	Trojan 'Brooke Bond' Van	Red	MW	1/75

CAT NO	YEAR ISSUED	DESCRIPTION	COLOUR(S)	SCALE
	1963	Commer Ice Cream Van	Blue	1/75
	1966	Commer 'Lyons Maid' Van	White (Blue in 1967, also Cream without transfers in 1967, Blue without transfers in 1968)	1/85
	1968	DAF Tipping Container Truck	Yellow and Grey (Orange and grey in 1970, Orange and silver in 1972)	1/94
	1975	Beach Hopper	Dark Purple	1/49
	1980	GWR Pannier Tk Loco	Green	1/75
48	1957	Sports Boat and Trailer	Blue, Black and Tan (Blue, white and red in 1962)	1/75
	1967	Dumper Truck	Red (Blue and yellow in 1970)	1/85
	1973	Pi-eyed Piper (!)	Dark Blue	1/64
	1978	Sambron Jack Truck	Yellow	?
49	1958	Army Half Truck	Green	1/60
	1967	Mercedes Unimog	Fawn and Green (Blue and Red in 1968, Green and Metallic Red in 1970)	1/68
	1973	Chop Suey	White and Purple	1/50
	1977	Crane Truck	Yellow	?
50	1958	Commer Pick-up Truck	Fawn	1/64
	1964	John Deere-Lanz Tractor	Green	1/61
	1969	Kennel Truck	Metallic Green	1/67
	1975	Articulated Truck	Blue and Yellow	1/90
51	1958	Portland Cement Truck	Yellow (Yellow and Fawn in 1960)	1/150
	1964	Tipping Trailer	Yellow and Green	1/61
	1969	AEC Eight Wheel Tipper	Orange and Grey 'Douglas' (Yellow and silver 'Pointer' in 1970)	1/92
	1972	Citroen SM	Metallic Orange	1/63
	1980	Combine Harvester	Red and Yellow	?
52	1958	Maserati 4CLT Racing Car	Red (Yellow in 1964)	1/63
	1965	BRM F1 Racing Car	Blue	1/54
	1970	Dodge Charger Mk III	Metallic Purple (Metallic Gold in 1975)	1/62
	1977	Police Launch	Blue and White	?
53	1959	Aston Martin DB2/4	Light Green	1/68
	1963	Mercedes Benz 220SE Coupe	Crimson	1/73
	1968	Ford Zodiac Mk IV	Metallic Light Blue (Metallic Green in 1970)	1/66
	1973	Tanzara	Red (White in 1976)	1/60
	1978	CJ 6 Jeep	Red and Fawn	1/66

(TO BE CONTINUED)



Editor
AMRA Journal
Dear Rex

Does any member know the theory of operation of the Clemison flexible six-wheel underframe for non-bogie carriages and wagons and a way of adapting this underframe for use on HO rolling stock.

If I remember correctly, it was described many years ago in Journal - in the mid to late 50s, but I cannot find the issue with the description.

Alternatively, can any member tell me a method, a simple method, that is, of making a six-wheel underframe that will go through 24" radius curves. Thank you. And, please, all answers through Journal.

On another matter - just been listening to an interview on the radio with John Cain. During the talk he mentioned that the biggest party is the Do Nothing Party - sounds almost like he was talking about the AMRA

Regards
Ern Raddatz
Victoria

Editor
AMRA Journal
Dear Mr Little

Regarding the quality of the printing of both the copy and the photographs in Issue 166 - congratulations to all concerned.

Pity about the announced suppression of free speech.

Paul Kehoe
Western Australia

The Editor
AMRA Journal
Dear Rex

I wish to make some comments on Paul Kehoe's article in Journal 166 titled "One Man's Meat". The article was genuinely informative, but, in my opinion, the author has oversimplified the scale/gauge/reliability subject. I therefore wish to make what I hope will be taken as constructive criticism.

The fact that a set of track and wheel standards has been properly formulated does not necessarily mean that the best possible running will result. Reliability of running also depends on the modeller's ability to construct and maintain his track and rolling stock to these standards. This in turn is directly related to the tolerances and safety clearances which the standards allow.

Mr Kehoe's article is only one of many that have been published in the last decade or so which say, or imply, that running reliability of Proto-four (P4) models is as good if not better than that of the more popular systems. This is not true and cannot possibly be true. When I first started modelling in P4, I too was guilty of writing such articles. Having jointly constructed a large P4 layout, converted much of my rolling stock to P4 and exhibiting this layout on numerous occasions in Sydney during the mid 1970s, I now believe I am qualified to comment.

I declare that the amount of maintenance required to keep a P4 layout running reliably is prohibitively large and beyond the ability of all but the most skilled craftsman. I will now try to explain the shortcomings of P4 in theory.

The main problem is in the flange profiles which in P4 are a true-to-scale version of the prototype. Overall flange depths and widths are both about 0.4 mm. It is well known that such a shallow flange means that almost all items of rolling stock must be sprung or compensated. What is not appreciated is that the flange front-profile-safety-width of only about 0.15 mm is not enough to enable the flange to wedge its way past the sort of irregularities which are likely to occur at point blades and baseboard joints. In comparison, the 'safety width' on recommended flanges in EM and fine scale OO/HO (AMRA standards) is about 0.3 mm and 0.4 mm, respectively. During the passage of time after a layout has been completed, small pieces of dirt or ballast will find their way into point mechanisms and baseboards will warp slightly, especially in wet weather. The sort of working tolerances (as opposed to manufacturing tolerances) necessary to overcome these likely small variations are just not permitted in P4 standards.

Overall tolerances in P4 standards are about ± 0.05 mm for both wheelsets and trackwork. In comparison, EM and fine scale OO/HO are about ± 0.1 mm and ± 0.15 mm, respectively. Coarse scale OO/HO as used by most ready-to-run manufacturers allows even more tolerance, but in most cases this apparent advantage is more than nullified by poor and in some cases senseless choice of flange profiles and manufacturing techniques. I must concede, however, that the ready-to-run market has improved greatly over the last decade.

To return to Mr Kehoe's article, I would like to point out that the actual value of the track gauge is irrelevant to reliable running. Only clearances are relevant. The fact that P4 track gauge is quoted to the second decimal place is therefore of snob value only. The eye certainly cannot detect 0.03 mm in 18 mm. Items made for 16.5 mm gauge will run equally well whether they are OO or HO, provided they

are made to the same standards for that gauge.

I would wholeheartedly agree with Mr Kehoe that dabbling in P4 does not make a person 'a modeller par excellence and thus well qualified to inform others'. I have heard it said that P4 was only devised to give status to those 'fiddlers' who are satisfied to own one or two items of rolling stock and a length of test track in P4 and thus be able to have 'P4' printed after their name in membership lists. Is it true that for every genuine P4 modeller, there are 100 P4 frauds? Yes, of course, it is true. I am not suggesting that Mr Kehoe is one of these frauds, but even if he is, I have no objection to him dabbling in whatever he likes. However, let's keep the facts about P4 in perspective.

Peter Betts

The Editor
AMRA Journal
Dear Rex

I was interested in Mr Paul Kehoe's article (Journal No 166) "One Man's Meat". It seems to me that a title of 'Blowing My Own Trumpet' would have been more appropriate for the article contains more self praise and chit chat than technical content.

I cannot possibly agree with Paul on his P4 opinions. Although the relationship between track and wheels may be correctly formulated in P4, the tolerances are so tight and the flanges so meagre that only those modellers with specialised skills could be expected to make it work. Perhaps such modellers do exist, but apart from lengths of test track that some P4 modellers have (in fact that is all that most of them have), I have yet to see a P4 layout working well. With perhaps one exception, the ones which I have seen during my visits to the UK have been a downright embarrassment.

Quite apart from the (quote) "best possible running" which Paul thinks P4 will achieve, I can only predict that he will produce a layout exhibiting the worst possible running if his knowledge on the subject is as low as that which comes out of his article.

Yours sincerely
Brian Adams
New South Wales

The Editor
AMRA Journal
Dear Rex

As a producer of Australian made model railway kits and parts for export, I thought you might like a few comments on the article by Phil Kelly on page 61 of Journal No 165. It was gratifying to see someone go to the trouble of trying to untangle the public service garbage that passes for the wording of our laws and regulations.

Essentially his facts are correct, except for minor errors in which nations are developed and which are developing, e.g. I was always under the impression that Hong Kong and Taiwan were developed, whilst you could add Thailand, India and Fiji to the developing list. They, I grant you, are hardly relevant to the model railway industry, although I know for a fact that India has been investigated as a possible source. Other than that, an excellent informative article.

One interesting fact that I think should be pointed out is that in all instances the reference is to HO gauge and not to HO scale. HO gauge means nothing more than 16.5 mm between the tracks. So presumably models of Australian prototype that ran on any other gauge, regardless of scale, e.g. HO $\frac{1}{2}$ models of VR NA locomotives,

would not attract 20% tariff. Would it be possible for them to be brought in at 2% tariff? Also, how would On2½ models fare as they run on 16.5 mm (HO gauge) track? Our makers of the law need a good lesson in law making. As I understand it, no one from the National Associations were consulted in this matter.

For the record. Although 100% of my production (mainly sourced from F&G Models) is exported, this may change. If and when it does, then I will naturally have an interest in protection. I state now that I do not require any and would look forward to an open market with a flat duty (of whatever %) as in the USA. If a manufacturer cannot survive without protection, then he should not be in business.

The correspondence that has cluttered the pages of Journal for so long really is tiresome and I must agree with Norm Read in that playing 'politics' is the quickest way for any association to self destruct. We elect the COM to manage, and if you don't like the way they do it, then you can always kick them out.

Congratulations on the improvement in the quality of Journal printing, which is excellent. Any voluntary crew should never be ashamed of a task that has been done to the best of their ability. Any detractors should put up or shut up.

Kind regards
Tony Walsham
Victoria

The Editor
AMRA Journal
Dear Rex

The most enjoyable reading I have had in a long time came in your latest Journal No 166, which arrived on the 23rd in the same mail as a card from the Parcels Post informing me that I could have a parcel addressed to me if I paid \$154.35 Customs Charges. The parcel had they said a declared value of 164 pounds sterling. I had ordered parts for kits of two English locos from one of the leading makers of 0 gauge kits who by mail had given me three prices for different variations and a further option for either surface or air mail charges. Having selected one at a base price of £146.43, plus air mail and packing £18.03, I forwarded him £165 in currency which I had procured at 0.6592. I posted my letter air mail on 23 March with the knowledge that he had the goods on hand.

Not having either the parcel or a letter by 22 May, I wrote again by air mail asking him to investigate the non-delivery.

While the Post Office card relieved my mind about the delivery, it came as a rude shock with the Customs demand. With the wealth of information supplied by Phil Kelly, I immediately rang the Customs Office, as I have in the past found the Post Office very unco-operative, adopting the attitude if you do not pay we will hold it for a few days and then send it back.

Having convinced the Customs Office, the officer I spoke to seemed never to have heard of the changed tariff, but convinced when I could quote the Tariff Order with relative references kindly provided by Phil Kelly, I was told that a new card would be forwarded in another two days. When a week had passed with no card in the mail, I rang again and found that they had reduced the charges to \$83.76, but had sent the card to the wrong Post Office. I thereupon visited the Central Parcels section and disputed the new charge as it was calculated on the total price of the goods and the mailing charges. As duty is not payable on these charges, I had duty reassessed

on £146.43.

On opening the parcel I discovered that, although there was no record of the date of receipt of my letter, the supplier had made out his invoice on 5 April; the parcel bore a post mark of 2 May.

This again had a bearing on the duty charged as it was calculated on the dollar equivalent of the cost price, and at the date I ordered, the exchange rate was 0.6227 (although I had purchased at 0.6592), but at the date of delivery it was 0.5127 and that is the value they used.

I have now paid \$74.78, but intend to take up the matter at a higher level to obtain a further refund.

The rates charged are 2% Tariff, with a further 20% sales tax, plus a surcharge of 20% and when you consider that on the English goods there is VAT included, and when you further consider the general poor business standards of most English suppliers, it is difficult to see any future in the importation of 0 gauge kits from that source.

Despite the verbose complaints from a small section of the AMRA membership, I believe you are doing an excellent job.

Yours sincerely
Allen Higgins
Queensland

Editor
AMRA Journal
Dear Rex

I think I should clarify something before you get a gleeful letter from Phil Kelly.

I have, on the odd occasion, mentioned that I favour the SNCF and have considered it to be, quite rightfully, the premier railway, and yet, in my letter that appeared in Journal 166, I follow an obscure prototype.

I mean that it is obscure in Australia in that it is, or was, not very well known. I refer to the Paris-Orleans Railway Company which became the South-West Region of the SNCF along with the Midi company. Those two companies amalgamated several years before the foundation of the national system.

It is not very easy to get information about the old companies; there has been little published about them over the years, even in French let alone English. There has been more published about the Australian railways than about the railways of France. This is because the rail fans of France are more interested in the present-day railways than they are in the historical scene, although this view is changing gradually as more and more works appear in print.

To give some idea of the problems I face, I am seeking the following information, and I am asking if some other member has the required answers. I have, of course, asked the SNCF Society members, but one never knows, someone here may be able to help.

1 Colour schemes of Midi electric locos. I thought they were brown, but Andy Hart of the SNCF Society tells me the 2C2 and 2D2 engines were painted light blue, but he didn't know about the smaller engines.

2 Passenger coach colours. I have heard the third class coaches were painted green, but I can't find out what the other two classes were painted. Passenger coaches on the Midi, that is.

3 Goods stock colours. I believe the P-0 wagons were lead grey, but what were the Midi vehicles painted? Possibly grey with black iron-work is one scheme I have heard about, but I don't know the shade of grey.

This will give you some idea what one is up against if one wants to model the pre World War 2 French railways; if one wishes to go to

before World War 1, then one must be a tiger for punishment.

But if Phil Kelly wishes me to give facts and figures why the SNCF is so far ahead of the NSW railways, I am afraid it would necessitate a publication the size of the Journal to do justice to the subject, so I will save him the embarrassment by not going further, except to state that it is a fact that the SNCF is the premier railway of Europe and the world; all others are just means of transportation

Regards
Ern Raddatz
Victoria



RMD 55 'Red Fred' zooms through South Brisbane station (AMRA Clubrooms) in late April 1985 on an ARHS suburban tour.

CLASSIC QR RAIL MOTORS

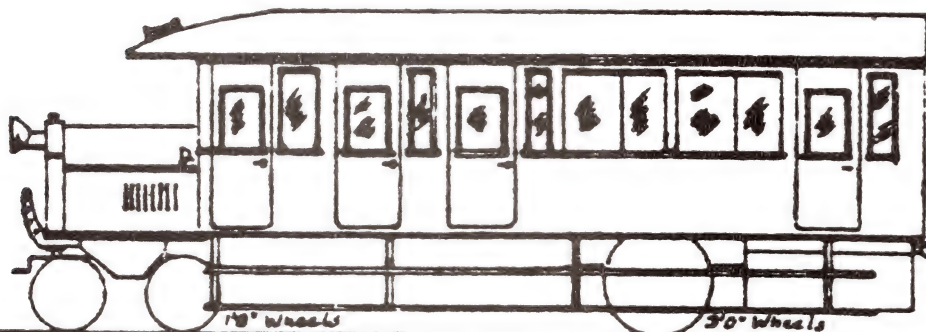
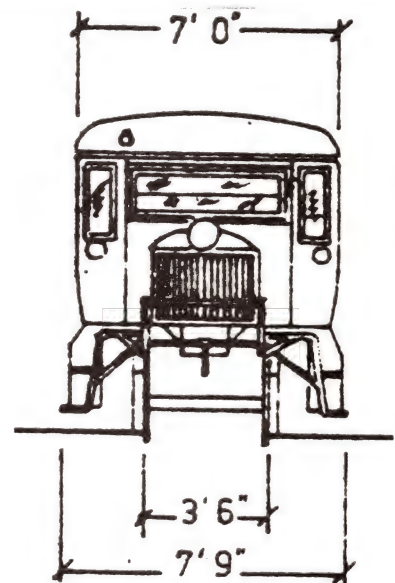
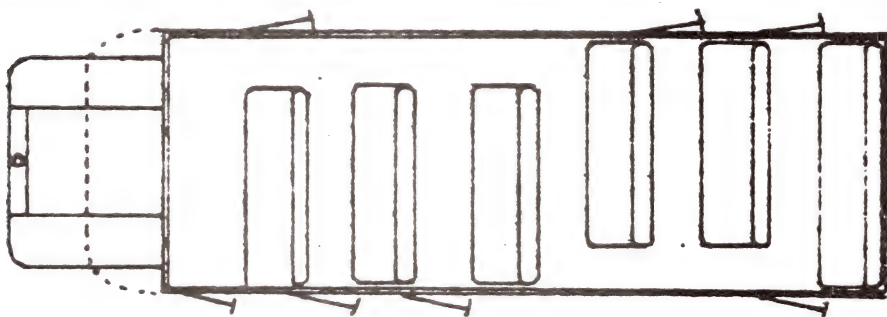
by S Malone

For this issue, we take a look at a modified version of the one in the last Journal. It appears that Nos 17, 22, 26, 28, 30, 33, 36, 37, 45, 51, 55, and 61 were done up with more weather-proof bodies with full height doors and glass in all windows. This type is interesting in that No 55 is still in operation. It was kept at Ipswich workshops for many years for the ARHS Queensland Division. Restoration started in mid 1970s and was completed a few years ago. RMD 55 (D for diesel motor) sees occasional use on ARHS tours around Brisbane. It was also used in an ABC TV movie recently about some bush persons; the film made in the Darling Downs, west of Toowoomba. A funny thing happened on the unit's first test run after restoration - the vibration shook all the new putty out of the windows and a quick job had to be done to stop all the glass falling out.

Our thanks to K McDonald who drew the plan - borrowed from A Robinson's collection.

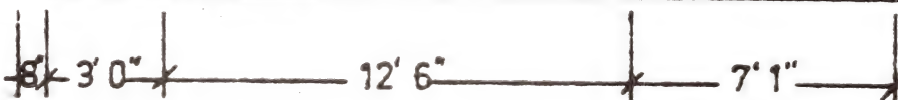
EXTRA NOTES ON RM40

RM40 was covered in Journal 165, and since, more details have come to hand about this unusual 'long' rail motor. In the ARHS Book 'Steam to Electric' by A West, it mentions that RM40 was the first QR built bogie car. Built in 1930 and powered by a 100 hp AEC engine, but soon replaced by a 100 hp Leyland unit. Towards the end of its life, it worked on the South Western line and withdrawn in 1942.



Link & Pin
Couplers

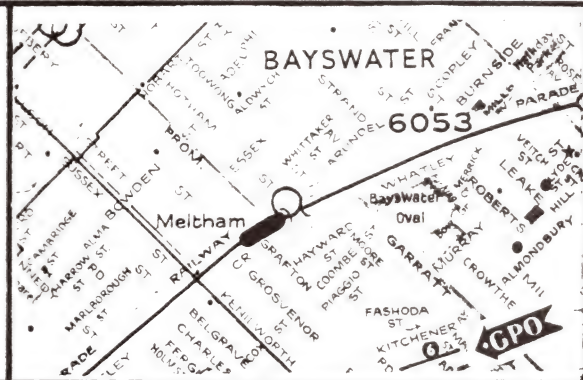
8' 5 1/2"



STATE



NEWS



EXTRACTS FROM BRANCHLINE

YOUR COMMITTEE FOR THE COMING YEAR

President	Ted Thoday	457 4256
Vice President	Simon Mead	276 8745
Secretary	Dennis Ling	272 6331
Treasurer	Alan Porter	330 1848
Committeemen	Gus Durham	279 2183
	Ron Fryer	401 3514
	Peter Dean	361 1182
Branch Sub-Editor	Kevin Derrick	454 7554

RETIRING COMMITTEE MEMBERS

John Martin has decided not to stand for a further term as Secretary. He has considerable study and family commitments during the coming year.

Graham Watson has also decided not to stand for a further term on the Committee, wishing to devote more time to another of his interests at the Australian Railway Historical Society.

Both John and Graham have given an enormous amount of time and effort to the Branch over the years in many ways. They will both be missed from the Committee.

On behalf of the Branch membership, please accept our gratitude for all you have done.

Ted Thoday

TRADE OFFICER

I have invited Peter Dean to take over the Trade Officer's duties from Graham Watson to ensure that there is a continuity. The appointment is subject to the full Committee's approval, which I shall seek at the next Committee meeting.

All trade enquiries to Peter please, together with any suggestions for further additions to our range.

Ted Thoday

Sn3½ (x64) NOTES

The new station at Bunbury is due to be opened on 28 May. The last 'Australind' into the present station will thus be on 27 May. The new station is about three kilometres from the present station and incorporates a car park and a bus station, being nearer to the focal centre of Bunbury.

Plans are currently being developed for conversion of the narrow gauge line between Fremantle and Robb Jetty to dual gauge and for closure of the standard gauge line between these two points.

For the mechanical signalling enthusiasts, the signal box at Cottesloe is expected to be closed down from 26 May and all main line signals will become automatic signals. The line from Leighton to Cottesloe Mill will become a long siding with no connection to the main lines.

Students of the Xs will no doubt be aware that X1005 was finally written off (again) during January, leaving only X1031 surviving. This machine has been regularly employed on the 1500 City - Midland and return, then working the 1708 City - Armadale. Over the past month, the 1500 has produced an X, XA or XB (usually 1024) on all except three occasions (C1702 twice and C1703 once).

English Electric followers would be well advised to visit the Geraldton area - the only locos used there are RAs and Cs.

The coal train from Collie to Kewdale, which runs about three times a week, is regularly hauled by two Fs - often both green ones! Scheduled arrival at Forrestfield is about 1400, but don't blame your scribe if you have to wait another two hours - after all, the timetable is only so you know how late the train is!

Anyone interested to know about special trains - please look at the notice board in the Clubrooms.

'5956'

TRAIN TEASERS

1 What do 'Dolphin', 'Sealion' and 'Shark' mean to British Railways?

2 "Robb's Engine", the contractor's loco used in the construction of the Perth to Guildford Railway in 1881, was used to haul the first WAGR train between these two centres on the occasion of the opening of the railway. Although the loco was scrapped many years ago, its tender in rebuilt form survives. Where?

3 One for the GWR men! What was the name of the first 'Hall' class 4-6-0 to bow out of service after only 12 years of service and why?

4 Where is the world's largest railway station?

5 The Eastern Railway from Fremantle to Chidlow once ran down the centre of a street for about one kilometre in which Perth suburb? (If you're really good, what was the name of the street?)

6 What could the ex LMS 'Patriot', 'Jubilee' and 'Royal Scot' class 4-6-0s boast after 1957 that set them apart from other steam locomotives still in service?

(ANSWERS ELSEWHERE)

Now back to the modeller's bench. That Double Fairlie kit is due by sea mail soon, and I've a mechanism to overhaul to put under it

John Watts

AROUND THE TRACKS

Graham Watson started off the last couple of months' entertainment with his very interesting and entertaining talk and demonstration of Silastic Moulding. It would have been obvious to all who were present the amount of time and effort that can be saved with this system when many identical parts are required which would have to be scratchbuilt.

Slides of the 1984 Sydney Exhibition and other items of interest in the East were the subject of the slide evening presented by myself in April. From all reports, it was well received by all those present.

The auction held in April was our first Saturday afternoon auction; all previous auctions have been held in the evening. The auction was very well attended, with standing room only in the meeting room and over 100 lots for sale. After an initial period when it seemed that everyone had left their money at home, there were some periods of spirited bidding and by the end of the day, a large proportion of the lots had been sold.

The Annual General Meeting was very well attended and despite some difficulty in finding a volunteer for the position of the Secretary, a full Committee was elected.

Simon Mead

WANTED (DEAD OR ALIVE!)

If anybody has Ian Allan 'Locosheds', 'ABCs' or 'Combined Volumes' for the period 1964 to 1972, would they please contact Kevin Derrick on 454 7554 to help him with some research, or, if you wish to sell them, he will pay very attractive rates for copies, whether marked or unmarked.

TALKING POINTS

Our retiring Secretary, John Martin, has been working on a K's whitmetal kit of an ex-Great Northern Cl Atlantic class for some months now. So far she is 75% complete, but still requiring handrails and finer details to be fitted. Basically the locomotive is pure Ks, including the motor, regarding by some as a poor runner, but John has proved them to be wrong as she runs quite sweetly with a prototype wiggle. The prototype wiggled so much that their poor running meant that the footplate had a constant flow of coal from the tender. As the London North Eastern Railway was always so short of money, its shareholders went for many years without a dividend, thus ensuring this loco's survival until the late 1940s before replacement locomotives were available, and it is in their LNER apple green livery that John plans to finish off his locomotive. I look forward to seeing more of John's models, now that he will have a little more free time available to him.

Graham Watson, who has also retired from the Committee recently after many years of service to the Branch, can now devote some of his energies, not only to hockey, but also to developing a suitable room in his new home for his 'Bindiup' layout. Two problems exist as the garage, although of a suitable size, has a dirt floor and the only other potential home for the line is the family room, which is just too short for the layout in its present form. As a further complication, other authorities have plans for a sewing room!

However, alternative plans have been mooted for a completely new layout, still WAGR in Sn3½ of course. Keep us in touch, Graham, on all the developments

PROGRAM

JULY

- 1 Mon 'Better Soldering'
- 6 Sat General Club Activities
- 10 Wed 'Video Evening'
- 15 Mon Club Projects Evening
- 20 Sat Club Projects Afternoon
- 24 Wed Timetable Operations at 'Haltwhistle'
- 29 Mon General Club Activities

AUGUST

- 5 Mon Auction
Bring along all your unwanted but much loved model railway equipment and/or cash. The Branch will take 10% commission on all sales. If you have anything to sell, please try to get to the Clubrooms as early as possible on this evening. The rooms will be open from 7.30 pm onwards for this purpose. Auction forms are available at the Clubrooms for a week or so before the auction - please try to fill yours in before you come to the Club on this evening.
- 10 Sat General Club Activities
- 14 Wed Loco Hauling Competition
Come along and pit your best locomotive or locomotives against Simon Mead's 'Dynamometer'. The aim of this competition is to find the most efficient locomotive, with traction tyres, without traction tyres and the locomotive which will pull the greatest load regardless. Please bring only your best locos in OO/HO and N gauges. A booby prize will be awarded for the worst puller.

- 19 Mon Modern Image Timetable Operations at 'Haltwhistle-on-Tyne'

Operation as usual, except 'Haltwhistle' will go modern image with diesels, electrics, HSTs, etc. Please give us your support and bring along your OO gauge BR modern image locos and stock, be they green, maroon or blue liveries. We shall see if Beeching's theory for 'on time running' with diesels is correct and that steam was inefficient and slow. Come along and barrack for your side.

- 24 Sat Club Projects Afternoon
- 28 Wed General Club Activities

TIMES OF MEETINGS ARE AS FOLLOWS:

Mondays and Wednesdays	8 pm
Saturdays	2 pm

All meetings will be held in the Clubrooms, upon Meltham Station, unless otherwise stated. The rooms will be open at least 15 minutes before the starting time.

NEW MEMBERS

We warmly welcome the following new members

→ p 120

MODELLING THE NARROW GAUGE RAILWAYS OF THE BRITISH ISLES

Britain was not only the birthplace of steam and steam railway locomotives, but also where narrow gauge railways began. The first tramways were used to haul minerals from the mines to the coast or to central processing works. The early lines were worked by horses and some were constructed to make use of the natural fall of the land as gravity tramroads. Horse power gave way to steam locomotives in the latter part of the 19th century, and eventually traffic volumes diminished and the lines themselves fell into disrepair, many disappearing altogether. Only one line, the Talylllyn Railway, has remained open for traffic throughout its working life. Many of the formerly closed lines have been reopened and several narrow gauge enterprises have joined an increasing number of preserved narrow gauge lines.

Why were narrow gauge lines constructed in the first place? The answer is to be found in building costs. A narrow gauge trackbed, lighter rails, smaller loading gauge, tighter track radii and lighter axle loadings than the standard gauge counterparts all contributed to the choice of narrow gauge. In the mountainous areas of North Wales, it was impractical - even impossible in some cases - to build a standard gauge railway through mountains now crossed by the narrow gauge. In the lowlands of England, the lower cost of narrow gauge construction was the difference between a rail link or no railway at all, as was the case of the Southwold Railway, a 3 ft gauge agricultural line.

From the modeller's point of view, the narrow gauges of the British Isles offer a rich variety of prototype. It is possible to model the entire locomotive stud of a railway in less than ten locomotives. Both mountains and lowland, mine and industry countryside and coast can form a backdrop to the line, depending upon the prototype chosen. Dilapidated, almost-closed lines of the 1930s to the 1950s, lines to their Victorian heyday, or preserved lines of the 1960s to the 1980s all form rich source material to model. Even the large standard gauge railway companies, the Great Western Railway and the Southern Railway, have owned and operated narrow gauge lines. The rationalised British Railways of the 1980s still boasts a single narrow gauge link with its standard gauge system in Central Wales.

For the modeller with enthusiasm to construct a narrow gauge line, either as a feeder to an existing standard gauge layout, or as a railway in its own right, there is a choice of two popular indoor scale/gauge combinations which are both well supported by the model railway trade. The smaller of the scales is 009, which utilises 9 mm gauge (N gauge) track at a modelling scale of 4 mm to one foot, and the larger scale, 0-16.5 mm gauge (OO gauge) track at a modelling scale of 7 mm to one foot. Both gauges are something of a compromise. The 009 gauge enables the use of proprietary N gauge wheels, mechanisms and track, which represents a prototype of 2ft 3in, a gauge shared by the Campbelltown and Machrihanish, the Coris and the Talylllyn Railways. In fact, the 9 mm gauge is used to represent all narrow gauges from 1ft 11½in through to 2ft 6in, which covers many of the Welsh and Welsh Border railways. The 0-16.5 scale enables the use of proprietary OO gauge wheels, mechanisms and track, at an exact gauge of 2ft 4½in. This gauge is limited to the Glyn Valley Tramway during the early days of its existence. (The GVT became 2ft 4½in later in its life!) Again, a compromise encompasses gauges from 1ft 11½in through to 2ft 6in.

009 is the most popular scale/gauge combination of narrow gauge modelling. There is a range of ready made flexi-track and pointwork from PECO. A number of kit manufacturers produce locos and stock in 009. For example, it is possible to model the whole of the Lynton and Barnstaple stock and locomotive stud from kits. Additionally, the whole range of 4 mm accessories can be used to complement a layout in this scale, with the usual constraints on the purists of regionalism and period that is being modelled. In the past, many layouts have been branded with the 'rabbit warren' image. This, to some extent, has been the result of trying to pack too much trackwork into a given space, which is easy to do with a scale/gauge combination that accepts track and point radii down to 12". In recent years, the 009 layouts described in the English modelling press increasingly have shown prototypical themes of end-to-end layouts, MPDs, industrial layouts, etc.

The 009 Society was formed in 1973 to cater for 4 mm narrow gaugers. There are now over 1000 members in the UK, Europe, USA, Australia and New Zealand. The Society publishes a monthly magazine, the '009 News', which reviews narrow gauge products, describes members' layouts and gives news of area groups. The Society organises members' days in England and trade discounts for specialist components and kits for its members.

0-16.5 is 009's big brother. The 7 mm scale is not as popular as its 4 mm counterpart, mainly because of the four-fold increase in area required for a comparable layout arrangement, and also that fewer people model standard gauge 7 mm than 4 mm, hence fewer would entertain adding a narrow gauge feeder to what is likely to be a very large layout. However, even with such a size increase, it is possible to create an excellent 7 mm scale narrow gauge layout within the size normally associated with an average size standard gauge 4 mm scale layout. 0-16.5 is well catered for with PECO flexi-track and pointwork and a number of well detailed loco and rolling stock kits in plastic, white metal and etched brass. The huge range of 4 mm lineside accessories is not available in 7 mm scale, but those that are available are very highly detailed. Unfortunately the four-fold increase from 4 mm to 7 mm is accompanied in many cases by a similar cost increase!

The 7 mm Association was formed in 1980 to cater for narrow gaugers in this scale. The Association has some 200 members in the UK and worldwide, who are kept in touch through 'Narrowlines', the Association's newsletter. The newsletter is published six times a year and covers topics relevant to the scale/gauge. However, there has been no move as yet to secure members' discounts for specialist kits and components.

Sad to relate, even with the availability of proprietary kits and such attractive prototypes, there are very, very few British narrow gauge modellers in Australia. At last count there were less than six 009ers and three 0-16.5ers. The prototype is no further removed from this country than is the British standard gauge counterpart, which attracts a much larger following. In what other prototype is it possible to model a complete railway, start to finish (with the usual compromise), and all the stock and locomotives owned by that line, within the expenditure constraints of the average modeller?

My visits to Central and North Wales have been few over the last 17 years. Yet over that period, two of the Great Little Trains of Wales have expanded to almost complete the total track running of their heyday. Not a bad effort for preserved lines!

of AMRA to the Branch, and we trust that their membership will be both long and fruitful.

Roger Stanton - Roger has a great interest in the ex-Great Central Railway and the London and North Western Railway, which is quite appropriate coming from Rugby! The town was well served by both lines until Mr Beeching took a dislike for the Great Central during the 1960s. One thing Mr Beeching cannot take away are pleasant memories that Roger has of fishing alongside the railway (no doubt in the northern section of the Oxford Canal) watching a procession of ex-works Duchesses and Jubilees.

Eddie Regensberger - May we all welcome a newcomer to the hobby. Eddie is interested in model railways generally. Plans are in hand for a new layout, based on possibly American or British practice in HO/00 scale.

ANSWERS TO THE TRAIN TEASERS (P.17)

1 Freight vehicles built specifically for Departmental use have 'Marine' names, so they are -
'Dolphin' Bogie rail/sleeper wagon
'Salmon' 50T Bogie rail wagon
'Sealion' 40T Bogie ballast hoppper, dual braked
'Shark' 20T Ballast plough brake van

2 The tender is in the Manjimup Museum attached to an ex South Australian Railways Y class loco No 109.

3 No 4911, 'Bowden Hall', built in February 1929 was unfortunate enough to receive a direct hit from a German bomb at Keyhorn on 29 April 1941 and was towed to Swindon and condemned on 10 June 1941. (Perhaps you have an old Tri-ang nee Hornby 'Hall' to recreate this feat of accuracy - Felix.)

4 Where else could it be than in the USA, with New York's Grand Central Terminal boasting 54 platforms, all below ground and on two levels, with 41 tracks on the upper level and 26 tracks on the lower level. Built between 1903 and 1913 and covering 48 acres, it is used by 550 trains and 180 000 people daily.

5 In Guildford's James Street, more commonly known as Great Eastern Highway. The line only ran along the street between 1882 and 1897.

6 With 6'9" driving wheels, they had the largest drivers on BR when the last of Maunsell's rebuilt N15X 4-6-0s, No 32331, 'Beattie', was withdrawn in June 1957. The next largest was 6'8½" fitted to the ex GWR 'Castle' Class 4-6-0s.

LAYOUT NOTES

HALTWHISTLE LAYOUT

Prior to being exhibited at this year's Exhibition, the 'Haltwhistle' layout has required very little work to get it ready. Some cracks in the scenery have been fixed, the quarry has been modified and various small scenic items have been repaired and stuck back in place.

For this year's Exhibition, the Haltwhistle layout is being given a Great Western flavour, in recognition of this year being the 150th anniversary of the formation of the GWR. This will mainly be achieved by using GWR rolling stock.

As part of the 'Great Westernising' of the layout, it will receive a temporary change of name, being known as 'BEACONSFIELD'.

Peter Dean has been busy and has made a full set of Great Western signals, which will help to give the layout that GWR flavour. Peter, being a glutton for punishment, has also allowed

himself to be appointed 'Layout Operation Manager', with responsibility for manning, stocking and operation of the layout during the Exhibition.

The Management Committee has decided to separate the manning of the Haltwhistle/Beaconsfield layout from the general Exhibition rostering this year. It is hoped that this will overcome some of the problems experienced with rostering and layout operation in the past.

N GAUGE LAYOUT

With Exhibition preparations in hand, not a lot of work has been done on the new N gauge layout of late. Progress has been made however, and several more baseboard frames have been fabricated.

It has been decided to call the layout 'THE COLORADO PACIFIC RAILROAD'. Colorado to most people suggests the Rocky Mountains and the American 'West', whilst 'Pacific' is almost synonymous with big time American railroading. I envisage the CP being an independant railroad company leasing a large proportion of its motive power from its neighbours, hence the variety of liveries on the locos. Incidentally, "Jane's World Railways" lists over 550 separate railroad companies operating in the USA in 1976, ranging from 'lines' like the Holboken Shore Railroad Company with 0.9 route miles, two locos and no freight cars, through to giants like the Burlington Northern with 23 103 route miles, two 136 locos and 109 106 freight cars.

Once the Exhibition is behind us, I intend to get things moving again on the construction of the CP.

Simon Mead
Layout Manager

LIBRARY NOTES

Well, another AGM has come and gone and what a very subdued meeting it was compared with last year's. My thanks to those members who re-elected me to the Branch Committee for a further term. I will endeavour to be of service on the Committee as well as in the Library. Welcome to Peter Dean and to Dennis Ling as new Committee members.

As I said in my last notes, there is still a little cataloguing to be done; however, the main thrust is the reorganisation of the book section. Had hoped to have it done by the AGM, but didn't even get started!

We have recently acquired several new books and booklets, and more are due. I've listed them below, with the Library numbers and a brief statement of their content.

MODELLING FOR BEGINNERS - MRC SPECIAL NO 5 06044

Full of general information for those just starting, yet still one or two ideas for the more experienced.

LOCOMOTIVE KITS - MRC SPECIAL NO 6 06045

For the specialist and those of us who want to but cannot pluck up the courage to have a go!

THE FINISHING TOUCH 06053 (The How's and Why's of Painting Models)

Exactly what the name implies, published by the UK firm, Precision Paints. An excellent booklet that covers all aspects of painting models, including all the problems you should avoid (see Review elsewhere in this issue). This booklet will be more off the shelf than on it (why not buy one of your own - see Peter Dean).

SOLDERING HANDBOOK - CARR'S 00155

Covers all points on soldering and lists

all the different solders, paints, fluxes and their various uses - and here's me thinking that there was only one type of solder! I 'understood' (and I say that reservedly) the opening chapters then I began to get lost. After a practical evening of soldering - planned for one club meeting soon - the booklet will probably make a lot of sense. An excellent booklet and a welcome addition to the Library.

1985 WALTHERS HO CATALOGUE 08054

All I can say about this is 'what a magnificent publication!'

W & H (MODELS) LTD CATALOGUE 08047

Not quite in the Walthers league, but still a very good catalogue for the UK scene.

PSL PRACTICAL GUIDE TO RAILWAY MODELLING 06054

Covers all points of railway modelling with articles by various authors. Written about UK modelling, these articles are just as applicable to US, Australian, South African and European modelling.

HOW TO GO RAILWAY MODELLING 06055

The 5th Revised Edition of Britain's best selling model railway book containing a wealth of information, ideas and methods for both the beginner and the experienced. Written by Norm Simmons, with over 50 years as a railway modeller behind him, I was so impressed with this book that I bought my own copy. That front cover picture of the Monsal Dale Viaduct - superb!

TWO MILES A MINUTE by O S Nock 00160

The story behind the concept and operation of Britain's High Speed and Advanced Passenger Trains.

THE RAILWAY DATA BOOK by J N Westward 00161

Virtually a concentration of facts, histories and concepts of prototype railways. Covers UK, Western Europe and American railway systems.

A must for railway enthusiasts and full of information for prototypical modelling.

Well, that's certainly something for everyone, and, of course, all the latest issues of the magazines are in. Just one point: the catalogues are NOT to be removed from the Library, in fairness to the members. I hope we can add some more books during the year. If you see any good bargains for the Library, please let me know.,

GO TO IT, BOOKWORMS! See you next edition.

Hirus Manuscriptus

BOOK REVIEWS

RAIL CENTRES: BRIGHTON

by B K Cooper

ISBN 0 7110 1155 9 144 pages 235 mm x 180 mm
Ian Allan Ltd £6.95

Just one of a whole series of volumes (others are Bristol, York, Swindon, Sheffield, Peterborough), examining in great detail the formation and development of railways around important nodal points in England. In this, the second of the series, Basil Cooper - one time editor of 'Railway World' - looks at the rail history of Brighton, a town that became a major railway centre in the latter half of the 19th century as the home of the London Brighton and South Coast Railway locomotive works and the favourite destination for holiday makers and day trippers from London, yours truly included!

The 'Brighton Line' had its own distinctive locomotives and stock: then, of course, there are/were the electric multiple units peculiar

to the line, including the lamented Brighton Belle. Each of these are well covered with full descriptions and photographs. Typical of the Ian Allan books is the accurate and well informed text that includes just about all the information required by anybody with the inclination to model a very busy and interesting rail centre such as Brighton. Interesting and to be recommended.

BUILDINGS FOR MODEL RAILWAYS

by Maurice H Bradley A.R.I.B.A.

ISBN 0 7153 8343 4 96 pages 245 mm x 165 mm
David and Charles £6.95

All the requirements for the beginner to understand the principles of modelling buildings to a high standard are explained in an easy manner.

The author begins with methods of deciding on the structures to build and how to make record sketches or photographs to work from. Details follow of how the prototype 12" to the foot models are built with regard to standard sizes and materials used for tiles, drainpipes, etc. We then go on to the modelling equipment that will be needed to progress from the most basic of structures using a wide variety of materials within a defined method of construction, to building railway structures, churches, inns, shops, houses, industrial and public buildings in some detail.

Your reviewer can highly recommend this book to anyone modelling railways, even if all they plan to build is a bare baseboard and track to run the trains. After reading Maurice Bradley's informative text, they will most likely take up modelling buildings as well.

Thanks to Kenneth Newman and Alan Porter for kindly loaning the books for review.

Kevin Derrick

THE FINISHING TOUCH - THE HOW'S AND WHY'S OF PAINTING MODELS

28 pages 145 mm x 210 mm
Precision Paints Company Ltd about \$3.50

Precision Paints are manufacturers of a vast range of fine quality paints and ancillary items designed specifically for the modeller. This booklet sets out to show the modeller how to get the best possible results with Precision Paints' products. However, the vast majority of the information is equally applicable to all model painting. The booklet sets out to explain the techniques, etc, involved in an 'untechnical' way using 'layman's' language, and it certainly achieves this. Do you know why it is no use just shaking the paint container briefly before using the paint, why it is necessary to thoroughly and rapidly stir the paint for at least TWO minutes before use? Neither did I! The lack of thorough mixing accounts for most of the 'odd' results most of us have had at some stage.

Don't be put off by the first part of the book referring to the painting of live-steam models, the others are covered further on.

A very readable book which should be required reading for all modellers. There are a few minor 'typing' errors which were missed in the proof-reading, but the meanings are obvious and do not detract from the overall text.

A copy is in the Branch Library. The Trade Officer has a sample and if there is sufficient interest, we will consider making a bulk buy. Let the Trade Officer have your order. Price around \$3.50, depending upon the exchange rate.

Ted Thoday

THE GREAT WESTERN RAILWAY**DIDCOT RAILWAY CENTRE - THE PRESERVATION SCENE**

The Great Western Railway became part of British Railways following nationalisation in 1948. Some 10 years later, the full effects of the Beeching axe on branch lines and the rush to dieselise really began to be felt.

A small band of enthusiasts raised sufficient money to be able to purchase O-4-2T No 1466 and an auto-trailer coach in 1964. This move attracted so much support from other interested people that the Great Western Society was formed.

In 1967, the Great Western Society was offered the use of part of the Didcot Engine Shed and has been in sole occupation since 1969.

Some of the major works which have been undertaken by the Great Western Society since those early days are worthy of note.

The original Trans-shipment Shed (for transfer of goods from broad gauge wagons to standard gauge wagons and vice versa) was moved from its former site to its present location piece by piece and has been restored to its former glory, including both broad gauge and standard gauge tracks.

The original 65 ft turntable had been lifted and destroyed by BR. The present one is a 70 ft version obtained from the Southampton Docks. Considerable earthworks were needed to widen and deepen the old pit to take the 'new' turntable.

Old track has been lifted and new track laid to suit the requirements of the Great Western Society. There are now two demonstration tracks where real engines pull (and push) proper coaches giving visitors the opportunity to see what rail travel really was like.

A new platform, together with ticket office, water tower and signal box have been built on the southern side of the site. The Ticket Box came from Welford Park and the Signal Box from Radstock, having been taken brick by brick and then rebuilt at Didcot with the wooden section being transported, in one piece, by road.

Also of interest is the carriage shed with its traverser. Most of the coach restoration work takes place here.

The heavy equipment in the Lifting Shop is used to dismantle and reassemble locomotives during the restoration process and also where major repairs are needed. Light repairs and normal running maintenance are carried out in the Engine Shed.

The Coaling Stage, topped by its 74 500 gallon water tank, still serves its original purpose.

The visiting public are serviced by refreshment rooms, first aid position, shop and a 'relic' sales area.

Access to the site is via an underpass from the Didcot station of British Railways, which had a regular service to and from London and the west and the north.

HAVE YOU SEEN?

Railway Modeller for May: A finescale 0 gauge layout. The Class 86 electrics - prototype information and detail drawings. St Erth - prototype information, drawings, photographs. Weathering - article supported by colour photographs. Automatic train location - 2 and 3 aspect colour light operation. Class 2Ps and Midland 'Yankees', prototype information, drawings and photographs.

W.A. STOP PRESS

With regard to the 1985 WA Exhibition, we had a good turnout, down on last year, but still a satisfying profit for the Branch.

Les Hayter's 'York' WAGR Sn3½ layout was awarded the Bill Gardener Trophy for best layout, and this was accepted by Les with his grateful thanks for the assistance received from Simon Mead, Graham Watson, Richard and Gavin Stallard and Lynton England.

Voted the best display was John White's 'Tylwyth' narrow gauge layout and display. Once again assistance was given by John Watts, Simon Mead and Peter Patterson for the Exhibition.

Congratulations also to Alan Porter, our Exhibition Manager, and all those involved for another successful show.

I am sure more information from Alan will be available for the next issue.

Kevin Derrick

1985 RAILWAY MODELLING COMPETITION

The 1985 Railway Modelling Competition will be held in October, probably in conjunction with the 'Modelrail Convention'. The actual date and full details will be published in the next issue 'The Branchline', but interested modellers are urged to being/continue/complete models in one/some/all of the following categories:

- 1 Locomotives
 - a Scratchbuilt
 - b Kit built/Kit modified
 - c Ready-to-run modified
- 2 Rolling Stock
 - a Scratchbuilt
 - b Kit built/Kit modified
 - c Ready-to-run modified
- 3 Structures
 - a Scratchbuilt
 - b Kit built/Kit modified
 - c Proprietary modified

If you would like the Competition Information and Entry Forms posted to you, then return the form at the foot of this page, together with a 33 cent stamp.

Trophies will be awarded for all categories, for the best model of a West Australian prototype and the Ossie Gully Cup for the best model in the Competition.

Start working on your entry NOW - don't leave it until the last few weeks, because you'll then either rush the work and possibly make a botch of a job or you will decide then that 'there just isn't enough time'. This is an order - GET CRACKING NOW! We want to make our sixth 'open' competition the best yet.

The Competition Co-ordinator
PO Box 60
MAYLANDS WA 6051

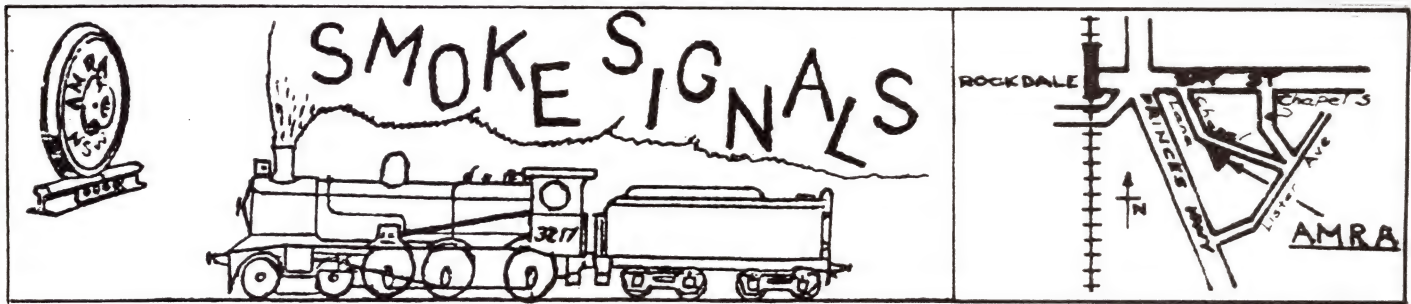
Please send me full details and entry forms for the 1985 Railway Modelling Competition.

NAME (please print)

ADDRESS

.....

TELEPHONE NUMBER



Branch Secretary

Chas Warren, PO Box 194,
ROCKDALE 2216PRESIDENT'S PIECE

I have heard it said in the past, and also recently, that the AMRA NSW Branch consists of only members who model NSW prototype and use Kadее couplers and those that don't aren't welcome. How far this is from the truth; half the present committee are either freelance modellers/collectors and the other half are certainly not 'died in the wool' local prototype followers. Unfortunately, as in all groups, one or two members can give the group a bad name or impression in the eyes of the public or newer members who aren't able to see through the type of 'bigotry' sometimes displayed. The result is that the upset member is firstly lost to the Association, and secondly, then harbouring a grudge may wilfully set about putting down the Association at every opportunity and this can be very damaging.

Moral of the story is that a greater tolerance of other modellers' preferences is most desirable and is to be encouraged. We should all like all trains, but for economic/practical/social reasons have modelling preferences.

The Open Day held on 1 June proved very successful, with over 100 visitors and a record number of members attending. Advertising was limited to hobby shops in the Sydney metropolitan area, and the majority of visitors were just getting started or interested in 'setting up a set for the youngster'.

Even though we had O, HO and N scale/gauge layouts operating, at least one person enquired about Marklin Z gauge! We couldn't oblige, but one week later the Branch was made the proud owner of a vast collection of Marklin Z gauge, very generously donated at Peter Hillebrand (yes, the same person who donated the HO equipment about two years ago!). This represents a perfect opportunity to build a new exhibition/Branch layout which can be easily transported, and thus available for smaller exhibition/fete type displays.

Bruce Norton

FROM THE SIGNAL TOWER

Recently the Club held an open discussion on the Branch layouts (or should that be layabouts?). Quite a few ideas were kicked around; it will be interesting to see what comes out of these. One noticeable point was that the N scale mob were pretty quiet and seemed to be left out of things. Come on you guys, if you have any ideas, let's hear them!

The year's highlight so far must surely be the Open Day of 1 June. The public started flowing in at 1 pm, even though advertised start was for 2 pm! By about 3 pm, the Clubrooms were full to capacity (I hear that the local police were called to cordon off the area and control the crowd outside!). Rather than trying to single anyone out, thanks must go to all those members, their families and friends, who were, in some way, responsible for making the day such a resounding success.

The Committee has asked me to post an APB on the Branch's typewriter; last seen in the Clubroom's office late April. Description is as follows: height - 23 cm; weight - 32 kg; complexion - black. Wanted for escaping from lawful custody. Anybody knowing its whereabouts, please contact Senior Detective Charlie Warren immediately at the AMRA Rockdale Branch of the CIB (or any other member of the Committee).

Now on to a more serious point. On Open Day, two visitors were overheard discussing prospective membership to the Club:

"What's the point of joining this place?" one commented. "I model British trains."

"So?" I intervened. The visitor replied "I hear that if you don't model NSW in this place, you're not welcome."

Further enquiries revealed that this was not the visitor's own viewpoint, but he was simply repeating what a member of our own Club had told him!

Apparently this is not the only instance of this sort of thinking going on - both inside and outside the Club. I feel that the time has now come to set the record straight once and for all.

In this Branch of AMRA, our policy is to welcome all, repeat ALL, prototypes - whether American, British, French, Chinese, Zambesian, Swahilian, you name it. Personally, I don't think that anyone would be too upset if you wanted to model trains from the pre-Egyptian era or 25th Century! Next time you visit the Clubrooms, cast your eyes upon the sign above the blackboard - it reads: 'Railway modelling is fun!' It doesn't say 'but only if you model NSW'.

We are not a branch of the SRA, it just so happens that a majority of our active modellers - myself included - prefer NSW railways to other prototypes (although I am currently building a hypersonic, hydrogen-fuelled, double-deck super-train from the year 2456 which I will paint AN green and gold!).

It would appear that most of the complaint is being directed at the HO scale scene at the Club. All I can is that both Glenn Killham, Wall Layout Supervisor, and myself have done all we can to make every member feel welcome operating the HO layouts. Indeed, we are trying to encourage more members to bring their equipment down to the Clubrooms to run on the HO layouts - we don't care what prototype it is. The only conditions we apply are, firstly, that the members' equipment is in running condition and will operate smoothly on the layouts (yes, I am aware of the track problem on Hawkesbury - see the Hawkesbury layout report), and, secondly, that the members enjoy themselves without fear or favour.

So far as running non-NSW prototypes at exhibitions and open days is concerned, I don't think any of the layout supervisors would object. In the case of Hawkesbury, I certainly would have no objection to a few 'gremlins' invading the NSW mob! Anything to break the monotony!

Now, for those responsible for casting the impression that we are strictly NSW - cut it out! If you have a legitimate complaint, take it up with the appropriate layout supervisor.

This hobby of ours is supposed to be fun - we are not running it like a military operation - let's keep it that way.

Philip Morgan

NEWS FROM THE LAYOUTS

Hawkesbury

Anyone visiting the Clubrooms lately would have noticed that it's been raining over Hawkesbury - the layout has that nice, lush green look there is after a prolonged period of rain. For those who saw it on Open Day, no, the Air Force wasn't attacking the layout. I just thought that something different (like two Hornets - F18s, not insects) might add a little novelty to the layout (without, hopefully, going too far!).

And now, at long last, we are turning our attention to the track (was that Skillo's cheering I just heard? On Open Day we had countless derailments and collisions on the layout. The problem, as most will be aware, is the way in which the various panels join together, leaving large gaps between the track causing trains passing over them to derail. On a test run before we opened on Open Day, an XPT set was sent around to check the track. It hit one of those joints and flew off into Hawkesbury River (no, I wasn't driving it like Peter Brock). So that this won't happen again, we are installing removable check rails inside the track across all joints.

Another worrying aspect is that with the amount of cleaning the track has had, it has worn down quite considerably (started out as Code 100, now it is Code 50!). We will do all we can to rectify this.

Some members have been complaining that their rolling stock catches on the layout (on stations, in tunnels, etc). The layout has been checked for clearances and all are (or are now) within NMRA standards. All I can suggest is those members still experiencing problems, come and see me about it so that we can sort it out (I don't bite, you know!).

Philip Morgan
Layout Supervisor

HO Wall Layout Report

Since the last report, much has transpired concerning the future of the Wall Layout, as with both Hawkesbury and the N Gauge. In late April a meeting was held at the Clubrooms to let the members express their ideas on the proposals put forward concerning the phasing out and/or rejuvenating all existing layouts in the Club. The meeting was well attended and many proposals were put forward as thinking matter and most of these concern the wall layout.

Due to these proposals (none of which have been chosen as yet), work has been confined to the area north of the mainline tunnel, i.e. Read platform area (except for essential maintenance affecting train operation), until its future is decided upon. No matter what plan is adopted, it is hoped that the Read area will be utilised in the new layout.

Despite this restriction, a lot of work has been done by Glenn Watson, who is totally rejuvenating the township by the construction of shops, pubs, completing the warehouse, general scenicking and the construction of an over footbridge and

station buildings on the Read platform. Anyone who has ventured to the Clubrooms lately would have seen a remarkable improvement. Thanks Glenn!

David Bennett and Bruce Norton are at present working on the design and circuitry for the new style controllers to be built in the near future. As we are all aware, the older style now in use are proving to be quite unsatisfactory. A new power supply for these controllers is also being considered.

Much needed trackwork is now underway, although my efforts are presently directed towards the N Gauge Raffle Layout, in the Read Station area, and this is expected to improve the overall running of trains.

Until next time, happy modelling and we hope to see you at the Clubrooms soon.

Glenn Killham

Anyone for Z Gauge?

Following on from the resounding success (not one bit of interest), of the competition to plan the scenery for the two layouts belonging to Peter Hillebrand, we now have the chance to plan and build a new layout for the Branch as a result of Peter donating the lot to us (another victim of computer mania!). With the help of Glenn Killham and Keith Cooper, we spent an hour on the afternoon on Saturday 8 June clearing out Peter's living room.

The Committee would like to hear from members interested in planning/building a Z gauge layout suitable for exhibition use with the prime requirements of being light to transport, easy to set up/tear down and to be virtually automatic in operation.

There is an extensive range of track and accessories available, including track planning aids which should ensure suitable designs may be submitted. Members interested in planning this layout should approach any member of the Committee to obtain details of the equipment available for use. Designs must be submitted before the end of November for possible approval at the December 1985 COM meeting.

Bruce Norton

LIBRARY NEWS

Since the last report, some new books have been received.

Tall Timbers and Tramlines - donated by C Warren
Railmotors and XPTs
Powelltown
Steam Passenger Locomotives
Modern Locomotives

To complete our books of AMRM back to 1975, we require the following issues:

No 87 November/December 1977
81 November/December 1976
79 July/August 1976
76 January/February 1976
75 November/December 1975
72 May/June 1975

If we get a copy of each of these, they can then be bound into complete volumes.

Remember, it only costs \$2 per year to obtain a library borrower's card.

D R Bennett
Librarian

SOUTH WEST RAIL GROUP

At the June Committee meeting it was decided to conduct, for a trial period of six months,

extended meetings on the third Saturday of every month, commencing in June from 2 to 11.30 pm. The evening session, starting at about 6 pm, is in association with the South West Rail Group whose main interest is NSW prototype operation, as well as slides and movies of full sized railways. These will be operating nights for NSW prototypes fitted with Kadee couplers. Movies and slides of prototype interest will also be shown. These meetings are designed for the die-hard Australian outline enthusiasts to get together to further enjoy their special interest.

Please note that these are meetings of a specialist interest group within AMRA and in no way implies that the 'NSW only' rule is applicable to normal AMRA meetings or is a rule to be adopted by the Branch as a whole. All AMRA members are most welcome to attend, the only restriction being that only NSW equipment will be operating in the evening sessions.

James McInerny and Philip Morgan

MODELLING COMPETITIONS - A NEW APPROACH

(to us anyway!)

James McInerny has decided that due to increasing work commitments, he wishes to take a break from judging modelling competitions for a while. Thanks, James, for keeping the competition alive over the past few years.

One issue raised at the Branch's last AGM concerned the method of judging employed by these competitions. It was felt by some that the reason for so few entries of late had been members' unwillingness to expose their modelling efforts to criticism, or that such criticism may be too harsh and consequently scared members out of entering their models. It seems that this is a problem common to many such competitions, not just ours. It cannot be argued that criticism - provided it is constructive - purports to assist modellers in improving their techniques and this is why we enter our models in competitions.

In order to try and arrest the growing decline in support for these competitions, a new format of judging has been adopted on a trial basis. Judging will be done by a panel of three judges in consultation with each other, such consultation being conducted in privacy. This avoids the possibility of other members influencing the judges' voting by expressing their own opinions of a particular model (whether or not such influence is intentional).

The assessment for each model will be made on the basis of an average taken of the points assigned by each of the judges. It is yet to be decided if the same three judges will be retained for future competitions.

If members entering the competition wish to remain anonymous, they should indicate so to the judges when entering their models.

As in the past, there must be at least two entries from two different members in each category to facilitate a competition. Each entry receives one point automatically, unless there are insufficient entries to hold a competition in any category. First, second and third places score three, two and one point(s), respectively. Modeller of the year is the person with the highest overall point score at the end of the year.

Finally, I would like to make a general comment on the entries, or, specifically, the authentication accompanying those entries. In some cases, the judges may not be familiar with a certain prototype and are therefore handicapped in their evaluation of a model of that prototype. Any modellers supplying authentication with their

entries will assist the judges in comparing the model with the real thing. This applies especially in the case of kit bashed models. By authentication, I mean drawings, colour photographs and general date of the prototype. Also, in the case of conversions, comprehensive notes on exactly what changes have been made to the original model. Any modeller supplying such information may be at an advantage (note that authentication accounts for 10% of the total possible score of 100).

Results of the May Modelling Competition are as follows:

a Kit Based Locomotives

- | | | |
|-----|--------------|---|
| 1st | Ross Stull | Commonwealth Oil Corporation
Loco No 2 |
| 2nd | Bruce Norton | V/Line Y Class loco |

b Kit Based Rolling Stock

- | | | |
|-----|--------------|--|
| 1st | Bruce Norton | ANR CGP-3 Brakevan |
| 2nd | Brian Tyson | British Railways 20 Ton Goods
Brake Van |

The competition judges were Bert Hetherington, Keith Aldous and Philip Morgan.

Philip Morgan

PROGRAM

Members visiting the Clubrooms may have seen on the notice board a Tentative Program 1985 which has several prominent blank spaces thereupon. The Committee seeks your help in formulating the program and offers of clinics/demonstrations/talks/visits, etc, are welcome, otherwise you will have to suffer more of the same old format!

Branch Program - July - October 1985 as amended

JULY

- | | | |
|----|-----|--|
| 12 | Fri | Modelling competition and model display,
steam tank locos |
| 20 | Sat | 2 - 5.30 pm Auction
6 - 11.30 pm Activities organised by
South West Rail Group |
| 26 | Fri | Layout operation |

AUGUST

- | | | |
|----|-----|--|
| 3 | Sat | Modelling clinic - spray painting |
| 9 | Fri | NMRA Tape/Slide clinics |
| 17 | Sat | 9 am - 5.30 pm Convention '85
6 - 11.30 pm Activities organised by
South West Rail Group |
| 23 | Fri | Layout operation (<u>provisional</u>) |
| 31 | Sat | Layout operation |

SEPTEMBER

- | | | |
|----|-----|---|
| 7 | Sat | Layout operation (<u>provisional</u>) |
| 13 | Fri | Talk and slides by Ray Love - Branchline
Operations in NSW |
| 21 | Sat | 2 - 5.30 pm Layout operation
6 - 11.30 pm Activities organised by
South West Rail Group |
| 27 | Fri | Modelling competition - model display,
diesel hydraulic mechanical locos |

OCTOBER

- | | | |
|----|-----|----------------------------------|
| 4 | Fri | Exhibition set up |
| 5 | Sat |) 1985 Model Railway Exhibition |
| 6 | Sun |) E G Whitlam Recreation Centre, |
| 7 | Mon |) Liverpool |
| 11 | Fri | NMRA Tape/Slide clinics |

NOTE:

Don't forget the modelling clinic on Saturday 3 August. See last issue of Journal for details!

Notes on the ProgramFriday 9 August - NMRA Clinic

- Tape/Slide clinics to be shown are -
- a from plastics to plaster;
 - b painting and decalling plastic models;
 - c soldering techniques

Saturday 17 August - Convention '85

Commences at 9 am, admission - \$2. See elsewhere in Journal for details.

Friday 13 September - Talk and Slides by Ray Love

Ray presents another interesting slide and talk night - Branchline Operations in NSW.

Friday 4 - Monday 7 October - 1985 Model Railway Exhibition

Any interstate member wishing to attend, please notify the NSW Branch Secretary in writing as soon as possible so that catering arrangements may be made.

For NSW members, roster sheets will be sent out soon, please indicate whether or not you are able to assist in the Exhibition on the appropriate spaces on the sheets.

Friday 11 October - NMRA Clinic

- Tape/Slide clinics to be shown are -
- a identifying and explaining loco parts;
 - b scenicking your model railway.

Note

AMRA (NSW) Clubroom's telephone number is 59 1899

Committee meetings held on the second Wednesday night of the month.

Other Wednesday nights are work sessions.

Meetings are at the Clubrooms, Chapel Lane, Rockdale.

Unless otherwise indicated, meetings are on the first and third Saturdays and second and fourth Fridays, from 2 - 5.30 pm Saturdays and 7.30 - 11 pm Fridays.

All correspondence regarding NSW Branch matters should be addressed to -

The Secretary
AMRA (NSW Branch)
PO Box 194
ROCKDALE NSW 2216

CONVENTION '85MODELLING THE RAILWAYS OF NEW SOUTH WALES (GUESS WHAT!) THREE

Well we don't win any prizes for originality, but hopefully the third in our series of conventions on modelling the railways of NSW will be even more enjoyable than last year's.

This year's convention will be held, as usual, at the Clubrooms of the AMRA, NSW Branch, Chapel Lane, Rockdale, just a short walk from Rockdale Railway Station and bus terminal, not to mention the nearby adequate parking.

It will take place this year on Saturday 17 August and will start at 9 am and finish around 5 pm, or when the last person leaves!

Topics and speakers to be featured this year include Compensating Locos and Rolling Stock with John Glastonbury, Ron Cunningham is going to talk about and demonstrate Command Control, the by now infamous Ian Dunn will teach us all how to Tweak our Brass, James McInerney will get on his

hobby-horse and discuss Signals and Safeworking for Single Lines, and how to model same. Graham Brown and Bruce Akrigg will be travelling down from the Southern Highlands with their modular layouts and will be discussing and demonstrating the theory and Practice of Building Modular layouts. Among the topics to be covered by practical 'clinics', Ray Pilgrim will be demonstrating the growing of Gum Trees and Terry Flynn will be showing us how to 'individualise' the current crop of plastic rolling stock kits. There will probably be a few surprises as well.

Commercial stands confirmed at the time of writing include Casula Hobbies and Station Models.

We hope to have a good selection of display models this year, and there will no doubt be a few more square inches of James McInerney's 'Lambing Flat' to look at.

The modelling competition will be on with prizes provided by Casula Hobbies and Keith Hudson's Modellers World and John Glastonbury will not be winning them all this year, as we've made him a judge! All persons attending are encouraged to enter the competition or at least put some models on display.

Morning and afternoon tea will be provided by AMRA and there will be a break for lunch.

Cost of the convention will be \$2, of which \$1 goes to AMRA for the use of the building and \$1 goes towards an even better convention in 1986. This may be paid at the door.

All potential attendees are asked to register by ringing James McInerney on (02) 747 5894 or writing to him at 14 Angelo Street, Burwood NSW 2134 before 17 August.

Rules of the Competition

Entries must be models of locomotives, rolling stock or lineside items that exist or have existed in NSW, or, in the case of lineside items, must be based on designs existing or having existed in NSW. The model(s) may be scratchbuilt, kit based or kit bashed. Documentation in the form of plans, drawings, etc, will be an advantage.

NSW BRANCH : MANAGEMENT COMMITTEE 1985

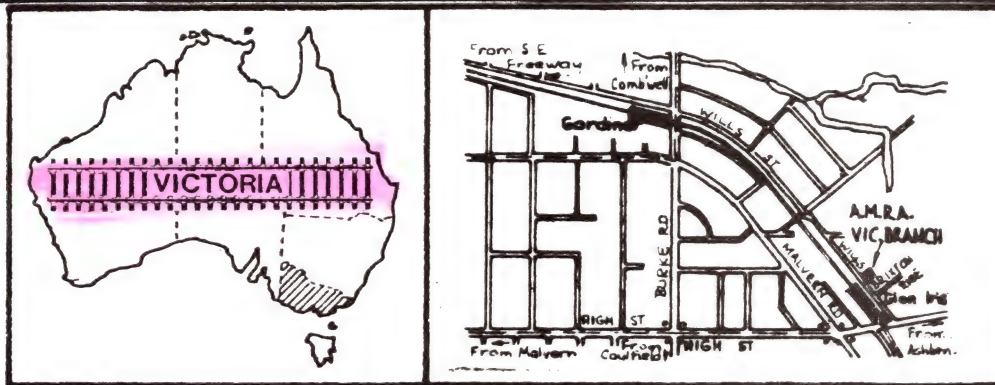
President	Bruce Norton	799 7924
Vice President	David Bennett	524 3655
Secretary	Charles Warren	521 1189
Treasurer	John Skilton	528 9316
Deputy Assistant	Keith Cooper	59 6214
Committeemen	Fred Green	524 8822
	Graham Larmour	705 5074
	George Bray	524 7330

Elected Office Bearers

Auctioneer	Phil Kelly	705 5317
Journal/Smoke Signals		
Sub-Editor	Philip Morgan	533 4045
Librarian	David Bennett	524 3655

Layout Supervisors

O Gauge	Norm Read	642 3828
Hawkesbury	Philip Morgan	533 4045
Wall Layout	Glen Killham	525 2802
HO Modular	Bob Wardrop	524 5376
N Gauge	Keith Cooper	59 6214
N Modular	David Bennett	524 3655
Exhibition Manager	Graham Larmour	705 5074
Deputy Assistant	Keith Aldous	543 1119



Branch Secretary - John Harry, 68 Lahona Avenue,
EAST BENTLEIGH 3165

PRESIDENT'S MESSAGE

As this is the last message before the Branch Committee of Management elections, let me summarise the past year.

The attendance at the general meetings has been good; however, the Clubrooms can accommodate more at these meetings which cover various activities of the hobby.

The Branch has printed the Journal for the Federal COM. Roger Lloyd has co-ordinated the activities of the printing group to prepare, print, collate, envelope and mail the Journal on time.

The annual exhibition was successful, although the attendances were down on previous years.

The Clubroom layout now provides operating sessions (timetable operation) on the first Sunday of the month and running sessions (run your train) on the last day of the month. The times are between 1 and 5 pm.

The Clubroom extension has been completed. This additional area allows the Modrail layout to be set up for operation or work without having to dismantle and store at the end of each use. Storage for the layout modules has been installed on the west wall.

The Branch has participated in model railway displays at Sunbury, Ballarat and Geelong in line with the Association policy of promoting railway modelling.

In signing off this message, I thank the Committee of Management, the Exhibition Committee and members for their support. I recommend to members that they use the Clubrooms whenever possible.

Jack Treseder

LIBRARY NOTES

Two Victorian books lead the list this time, both after a lot of pre-publication hype; this time they're emphatically not a disappointment.

R M Carlisle and R L Abbott have produced Hudson Power for the ARHS (Victorian Division) and seldom, if ever, can there have been such a loving tribute to a locomotive class. From its early design stage, through its erection in Glasgow, delivery, teething troubles, stores, consumption charts, even a fold-out General Arrangements diagram, and lots and lots of photos. A book the authors and the ARHS can be proud of.

Powelltown is here, and well worth waiting for. The authors (F E Stamford, E G Stuckey and G L Maynard) say they have been researching the subject since 1958, and it shows. It's an A4 book of 150 pages, with dozens of photos, good ones, that really give an idea of the conditions that applied in a sawmilling town around the turn of the century. And the nice thing is that there are several hundred more, we're told, collected but not used, so further publications are on the way. Moreover, the book really traces the story

of only one mill. Several more of them to come yet, too.

We are doing very nicely with donations these days. Peter England has given us two very pleasant, large-format picture books of the Great Western, both by R J Blenkinsop: Reflections of.. and Shadows of...

Speaking of the GWR brings me (speaking of almost anything brings me) to Ern Raddatz' donation. It includes GWR Engines, a reprint of the Engine Books of 1911, 1928 and 1946, and W A Tuplin's Great Western Steam. How they were designed, built and run. If locos have warts, they're here and all. Good fun.

Just to show he's not one-eyed, he's also given us O S Nock's Southern Steam and Robin Atchill's The Somerset and Dorset Railway, Southern Electric by G T Moody, The Glyn Valley Tramway (David Llewellyn Davies) and Charles E Lee's The Swansea and Mumbles (Mumbles?) Railway, as well as Historic Wagon Drawings in 4 mm Scale, drawn by F J Roche, C Hamilton Ellis' The Trains We Loved, and an absolutely delightful collection of stores, articles and verse called The Railway-Lover's Companion, edited by Bryan Morgan. I hope everyone has seen Night Mail. The book includes Auden's poems, on which it is based.

This is the night mail crossing the border,
Bringing the cheque and the postal order,
Letters for the rich, letters for the poor,
The shop at the corner and the girl next door...

A book I do wish I owned. By the way, it also has the words of 'Casey Jones'.

Three picture books with a world-wide coverage. The Love of Trains by Victor Hand and Harold Edmonson was published by Octopus Books and several other publishers - it's hard to trace the publishing history of books like this - but emerges with a good big 38 on the dust jacket, which is good marketing, I guess. It really is worth spending some time on. The photos, and that's virtually all that's in the book, are glorious. And in glorious colour.

The Picture Story of World Railways by Christopher Johns has good photos (black and white) and text, the latter really just an excuse for the book.

Trains 'sixtyeight is an Ian Allan publication. Worthy, solid articles, all interesting if unrelated, with maps even, and photos with a strong British leaning. Certainly worth spending time over.

Over the water to O & W, subtitled The Long Life and Slow Death of the New York, Ontario and Western Railway by William F Helmer, and The Ma and Pa by George W Hilton. Trains, Tracks and Travel is a history of American railroads, and The Railroad Caboose is a history, with added legend and lore, of just that, by William F Knapke. The possibilities are intriguing (especially the 1. and 1.) and the book is good fun.

We have A History of Russian Railways - J N Westwood, Paradise Regained, A South African Steam Diary - Karl R Zimmermann, Railways of Southern Africa and Railways of Northern Africa both by J R Day. Closer to home, A N Palmer and W W Stewart have produced Cavalcade of New Zealand Locomotives, published in 1965. It's salutary, when we think of NZ as a small neighbour, that this listing of motive power is pretty nearly as thick as the first Oberg.

Much the same latitudes, much the same distances. It's hardly surprising that there should be similarities in the development of railways in Africa and in Australia. It's pointed up by the dust jacket of Railways of Rhodesia by Anthony H Croxton. A hefty, first Garratt pours smoke into the air, in front of trees which could well be gums. I'm still waiting for a possible Railways of Zimbabwe, but meanwhile this is a lively account of an exciting railway development. It's a measure of how fast attitudes can change to realise that I was brought up short by a comment on one of the station staff, "the native, grinning broadly...". It was published in 1973.

Signalling. O S Nock has inevitably produced a history called Fifty Years of Railway Signalling. I am a bit ashamed of that 'inevitably' when I read that he has been a member of the Institution of Railway Signal Engineers for 36 years, and that the book is to celebrate 50 years of that body. Good and workmanlike, as you would expect. Rather more idiosyncratic is Richard Blythe's Danger Ahead, which wanders charmingly away from his theme, to include the rise of Thomas Cook and the tribulations of Bradshaw, among others, and includes lots of lovely sketches.

Trams. Specifically trams, British. Three little monographs, on The British Tram by Frank E Wilson, British Tramways and Preserved Trams by P H Abell, and (would you believe?) London's Tramway Subway. Yes, from 1906 to 1952, trams ran under London, and after a few years, double-decker trams at that.

To modelling. Model Railway Construction by Ernest A Steel is very English and The Model Railroad Book by Commander Warren F Morgan is very American, and both were published a good time ago, which doesn't rule them out for ideas. Edward Beal's Rolling Stock in TT3 is as useful in other gauges, and Martin Evans' Model Locomotive Valve Gears deals with a subject we need to know about, whether we're into live steam or its representation in miniature.

Brian Southwell
Librarian

***** GENERAL NEWS

May meeting brought our old friends, the Australian Railway Historical Society, with their projectors and movie films. We were regaled with such titles as Twenty-first Anniversary, Timber Tramways, Victorian Narrow Gauge, Veterans of the Track, Whistles in the Hills, K Action and Setting the Road, with a little light relief in the form of Tom and Jerry and Laurel and Hardy in 'Midnight Patrol'. Our thanks to ARHS for a most enjoyable evening.

COMPETITION RESULTS

Photographic Competition - Prototype steam locomotive

Slide Graham Nitz 95 points

Print John Harry 85 points

Modelling Competition - Australian produced kit

Jack Eagle MHG gaurd's van 95 points

June meeting was Annual General Meeting, and following this, the Branch Office Bearers for the next 12 months are as follows:

President
Vice President
Secretary
Treasurer
Committee

Exhibition Manager
Librarian
Assistant Librarians

Journal Sub-Editor

The presentation of the Annual Awards for modelling and photography followed, and congratulations are in order for these members.

Open Modelling Competition Jack Eagle
Fybren Models Award for Australian David Brown

Produced Kit Building
Howard Armstrong Trophy Bruce Race

Certificates were also awarded for the best individual entries during the year as follows:

Lineside structure 1983/84 John Newman
1984/85 Ken Stone

Australian Produced Kit David Brown

Passenger Vehicle Bruce Race

Freight Vehicle Jack Eagle

Locomotive Jack Eagle

Permanent Way Structure John Harry

Photographic Slide Rob Blackley

Photographic Print John Harry

The layout committee presented a scheme for improvement of the Branch layout involving the elimination of all duckunders and improvement of the operating capacity. This was approved in principle by the members and the plans are available for perusal, comment and suggestions for any possible improvements. A final decision is to be made at our August meeting.

Ron Thomas

FACES AROUND THE BRANCH



Rob Dall seen here at the Constructors Stand at the 1985 Victorian Branch Exhibition.

COMING EVENTSAUGUST

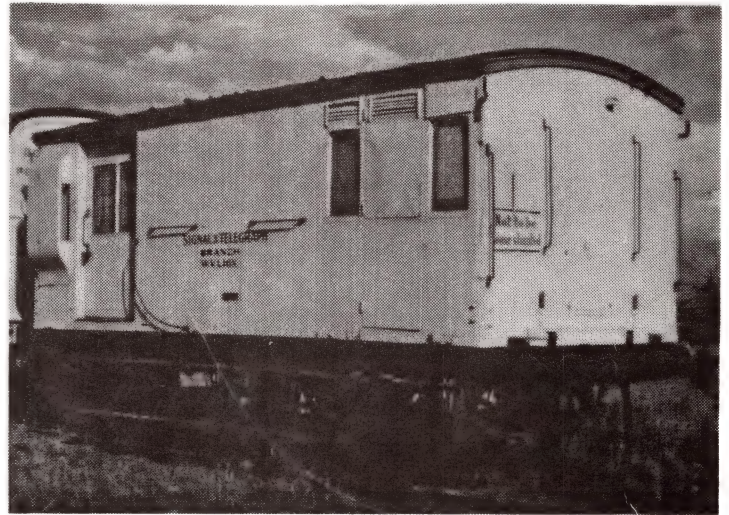
17 Sat Social Evening in Clubrooms
 24 Sat)
 24 Sun) Open Days

REMEMBER:

Running day - last Sunday in the month
 Operating day - first Sunday in the month
 (any member who would like training in the operation of the Club layout should approach Roger Lloyd)

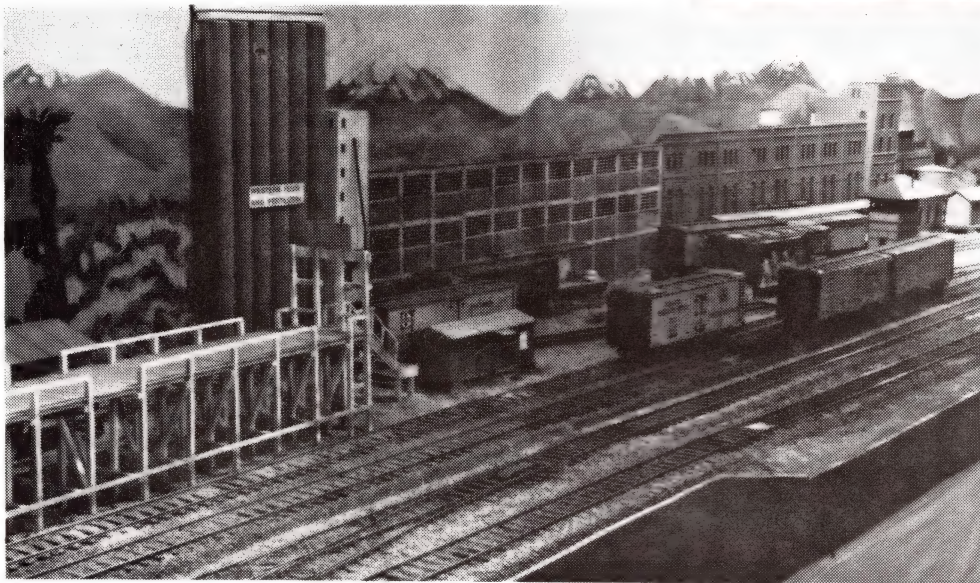
MORE FROM THE 1985 EXHIBITION

Photos by Roger Lloyd



Whenever travelling, particularly on holidays, keep your camera handy. Retired HG van, L16x was photographed near Teralba a few years ago.

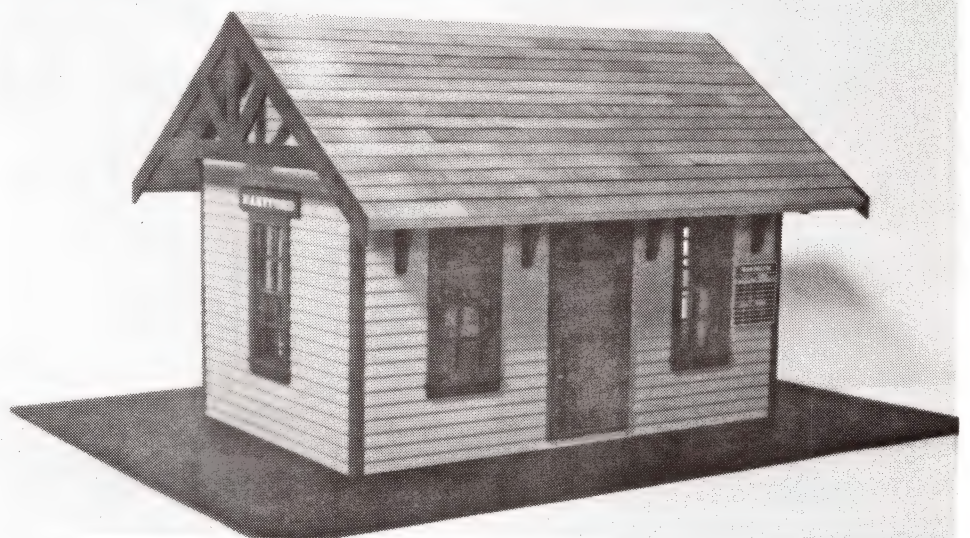
Photo by Geoff Brown



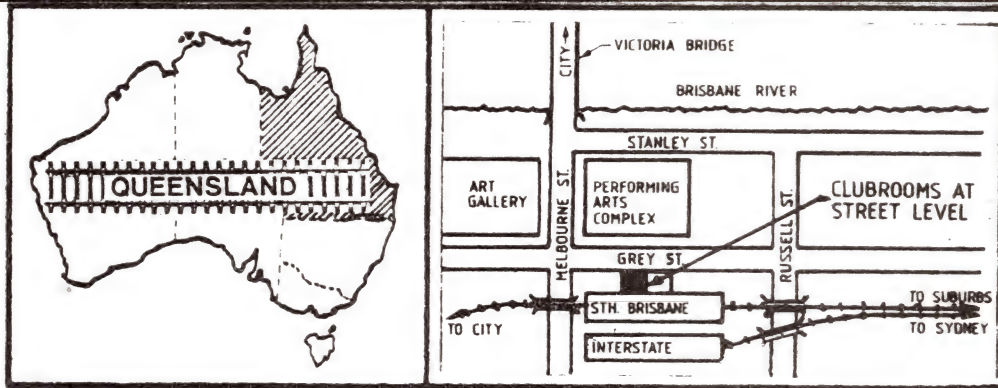
O gauge was represented by the Route of the Warbonnets exhibited by John Niven and Curt Leitzke. This model representing the Santa Fe has a mainline flavour set in California.

Another two entries in the Modelling Competition.

Mark Linhart constructed this $\frac{1}{4}$ " scale small town narrow gauge station from North Eastern timber and Grandt Line doors and windows.



EM gauge was represented by Roger Howell's LMS 42' PLV van. This model was rebuilt from a Lima model with remodelled roof, etched bogies, scratchbuilt underframe, Ultrascaple wheels with windows and window bars replaced.



Branch Secretary - Jim Christie, 32 Wana Street,
SUNNYBANK 4109

FROM THE PRESIDENT

The annual Exhibition has been and gone. It was an outstanding success, with attendance figure equalling our previous best. The exhibits covered a broad range of layouts from the simple home ones to large club ones. Rolling stock was varied and illustrated what an enormous range is available.

In our eyes the Queensland Railways N gauge layout was the best and crowd response seemed to verify this judgement. As President, I offer my thanks and congratulations to the Club on the construction and operation of the layout. Everyone who took part can feel proud of their efforts. Special thanks go to those members who sacrificed some of their holidays to complete and mount the layout and to build locomotives and rolling stock - well done!

Enquiries at the show have brought new members and visitors to the Clubrooms, and it has been hard at times to give them the attention they deserve. I urge all members to be aware of their presence and to answer questions, etc, and encourage them to join in the activities, strengthening our Club.

Cec Wall

NEW MEMBERS

We wish to welcome these new members to the Branch - Mackay and District Model Railway Club, John Middleton, Barry Petersen and Peter Strautmanis.

Congratulations also to Paul Doyle and family on their recent new arrival of a possible new member for the Branch.

Our membership total is now over 90 persons - will we make it to 100?

CLUBROOM VISITORS

On the Sunday night of the Exhibition, many country boys were able to visit the Clubrooms and have a run on the layout. All the guys from the AMRM also visited during a day of the show, but forgot to bring their cameras. Mr Paul De Witt from Belgium visited recently; Paul first wandered into the Clubrooms two years ago, lost, and we've kept in contact since. He is a model railroader and also drives the big stuff. John Agnew from Railmaster Kits, New Zealand, also visited and displayed his finely detailed rolling stock kits recently.

CLUBROOM SALES

Business has been brisk lately and the RAILS IN TRANSITION book and the handy G clamps are all sold out. A new item is 8ba taps for \$2.

LIBRARY NOTES

Special thanks to members who have recently donated books to the Library. A special mention to Arthur Robinson who donated a large selection of magazines and books, plus hundreds of QR rolling stock plans. This will keep Stewart and Simon busy for some time. Envelopes are needed to file and safely store the plans and your used Journal and AMRM ones will help greatly here.

Some plans are very hard to replace and some QR DEL drawings are now missing - 1200, 1250, 1400, 1450 and 1460 classes - if you have these, please return them as soon as possible. The plans can only be taken away from the Library for short periods for photocopying only.

All members must follow the Library rules as set out on the sheets pinned up around that area.

To provide a better service to members, we are to extend the selection of books and magazines. More QR history books will be obtained and we have taken on a subscription to Model Railroader. The cost for the content in some modelling magazines is a little out of reach for some modellers these days. Suggestions for books, magazines for the Library are always welcome.

NEW BOOKLET

MODELLING THE QUEENSLAND RAILWAYS SCENE IN Sn3½

John Armstrong, a Branch member who is well known for QR history, works in the ARHS magazines and books has recently produced the above titled 20 page foolscap book which details the construction of popular QR buildings or structures. Many plans are scattered throughout the book; a valuable aid to the QR modeller. Details of materials used and colours painted are also included.

This handy book is very good value for \$3, and is ideal for the QR modeller in any scale. Available on order at the Clubrooms.

THE TRAIN PLACE

Rod Burgess, a well known O scale modeller in Brisbane has set up THE TRAIN PLACE south of Beenleigh. A large shed houses a large O gauge layout and it is worth a visit if you are in the area. Rod worked on the ARHS sales on steam tours in the mid 1970s and starred on TV on the Mall to Mall race train.

The Train Place opened at Easter and we promoted it at our Exhibition. Norm Read visited the PLACE during his recent stay and was quite impressed - but then he's an O gauger too,

CLUBROOM NEWS

Everyone is now back to normal at the Clubrooms with the Queensland Railways layout gone and the Exhibition over. Cec has been doing some work on the electrical system, making it even more versatile, and Geoff has been attending to the 9 mm side of Perkins Place.

Some enjoyable running times have been had since the show. If you bring a train to run, please let the controller know and you will be fitted in. A wide range of rolling stock and prototypes has been recently seen on the Club layout.

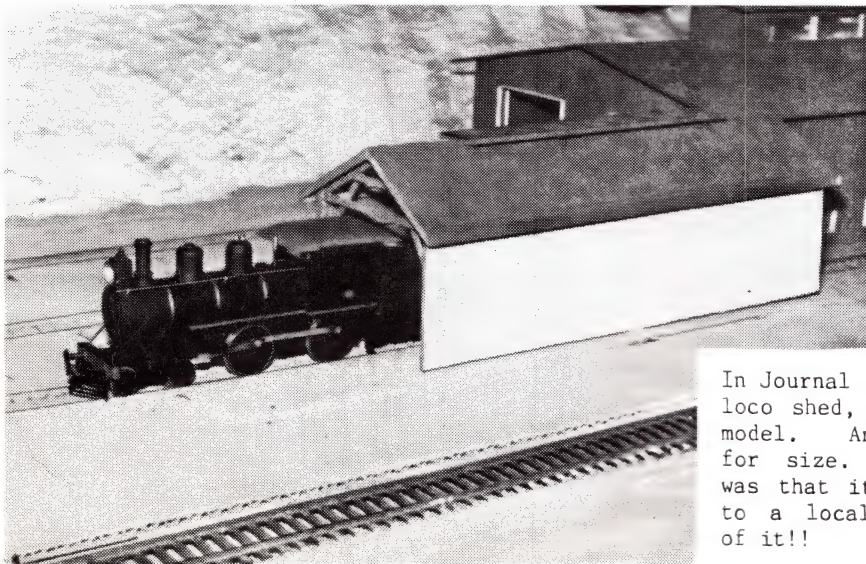
For the remainder of the year we plan to work on the scenery in the old bar area and complete the areas of Woodsville, Bijimbee and Wallsend. Bijimbee is to follow a QR theme, Woodsville is to have an American flavour and Wallsend, an Australia scene. Steve Malone will try and be chief co-ordinator of the work and special work days will be held on the first Saturday of each month for those interested. No train will be allowed to run in these areas on that day. We hope to make it an interesting and enjoyable experience for all. There will be structures and buildings to build and scenery to do, so please bring some tools, etc.....

The Branch is still looking into the air compressor and air brush for members to use and this should be set up before Christmas; if you have some thoughts or contacts in this area, please come forward.

Marie Hill recently did a good job cleaning up the back room and now we have another cosy work area. A sealed floor covering will soon be ordered for the kitchen floor which should add a little more comfort and a little less work.

Following the running day on Saturday 20 July, a slide evening will be held after the evening meal. We have borrowed Steve Suggit's slide collection which is not large, yet interesting and has slides from many parts of the world. Members will be able to BYO tea and have it at the Clubrooms. The screening is planned to start at 7 pm. Perhaps other films or slides can be organised for those who can stay a little later.

The entertainment for the April and March monthly meetings, which had to be deferred due to workload of the QR layout, will be reprogrammed for a date to be fixed. These were the talk on powering points and the loco pulling contest. We are looking for members' help and suggestions as to how to conduct the pulling contest and your assistance could be of some help.

BRANCH TIMETABLE

Branch meetings continue as normal at the Branch Clubrooms, Ground Floor, South Brisbane Railway Station, Grey Street, South Brisbane. The Clubrooms are normally open on every Thursday evening from 6 pm and on Saturday afternoons from noon. The Main Branch meeting is on the fourth Thursday of the month at 7.45 pm. Major running times on the Club Layout are on the first Thursday evening and third Saturday afternoon. A day time meeting for retired members is held on the third Thursday around midday. On the second Thursday evening, a workshop night is usually held and special projects are done. The first Saturday afternoon of the month is purely a layout work day. On the other Thursdays and Saturdays the Clubrooms are open for general activities.

Meeting NotesJULY

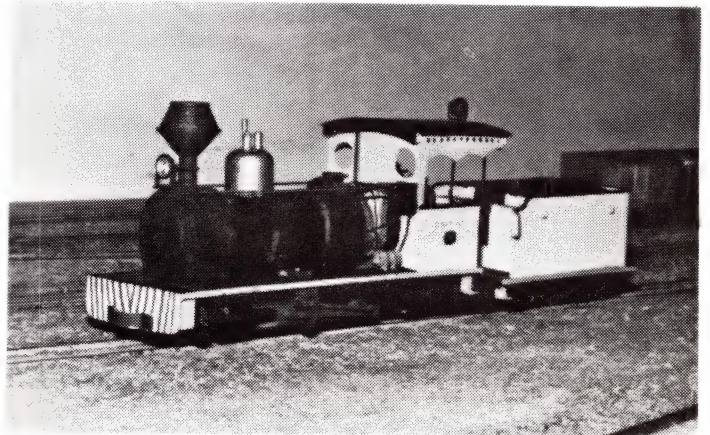
25 Thurs Monthly meeting and talk on model railway electrics

AUGUST

8 Thurs Workshop night - flasher unit
22 Thurs Monthly meeting and modelling competition

SEPTEMBER

7 Sat Annual Auction at Wavell Heights - 1 pm
12 Thurs Workshop night - flasher unit
26 Thurs Monthly meeting and talk on improving RTR



Almost 12 months' work went into this 7 mm scale Hudswell Clark 0-6-0 cane loco by Chris Malone

Similar to engine at Alexandra Vic

In Journal 165, an article describes the Caboolture loco shed, and seen here is the author's S scale model. An A144 class loco tries the shed on for size. An interesting note with the shed was that it was made from Red Cedar and was sold to a local for \$50 who's making furniture out of it!!

QUEENSLAND BRANCH 1985 EXHIBITION

Another show has come and gone and I think all who took part will agree it was one of our most successful model railway shows to date.

The preparation for this year's show seemed to go a lot more smoothly than with past shows with everything seemingly falling into place. For the 1986 show the Horticultural Pavilion has been booked again, and to date we've had three enquiries from people wishing to exhibit.

The highlight of this year's exhibition was, of course, the QR layout; this project taking all our spare time since late last year. It certainly was a big job for the Branch, yet everyone agrees that it was an exciting and educational challenge.

The show was certainly a place to meet friends and members, especially on Saturday. Some were - Steve Suggit, Jack Makin, Gus Duram (WA), Bob Gallagher (AMRM) and co, modellers from Mackay, Rockhampton, Gladstone and Bundaberg, Norm Read BEM and many more.



The Mackay Model Railway Club provided a static display of HO scratchbuilt models.

The Commissioner for Railways visited the show twice and very impressed with 'his' layout and the show in general. Mr Mendosa had supper with Branch officials on Saturday evening, after formally opening the show, and we were well received, further cementing good relationships with the QR.

All in all, a great show that everyone can be proud of. A special thanks to Marie Hill and the band of tireless ladies who did such a good job with the canteen.

The year the Southside N Gauge Group had the same sized N track set up, but as two layouts, hence double the action.

The Meanjin Sn3½ layout was dusted off, detailed and entered in for QR S scale modellers. The novel 'Clyde GM' controls used to operate this layout was an attraction in itself. Perhaps this type of control can be used in a U-drive layout at a future exhibition. Some new traders at this year's show included Graham and June Lamour's Wall Plaques, Dremel, Marklin and Gabba Hobbies - a new outlet in Brisbane. The Mackay and District Model Railway Club gave a static display of some fine HO modelling of NSW and QR locos.

The Hornby collectors had a large display of working and static old time models in various scales.

It was good to see Crafton back again. This fine NSWGR display was popular with enthusiasts.

See you at next year's show.

Bob Mawson



Nearby to the QR N scale layout, John and Simon Hill demonstrate scenery methods on a HO N3 module.

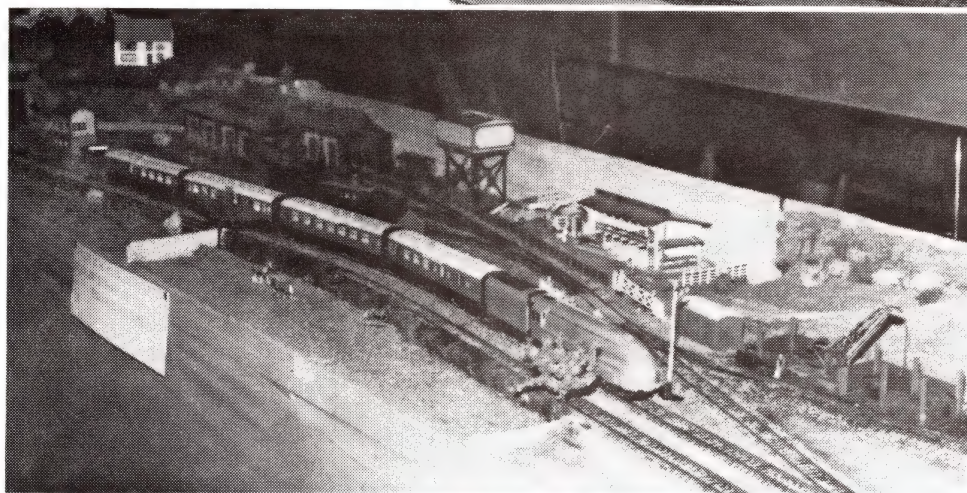
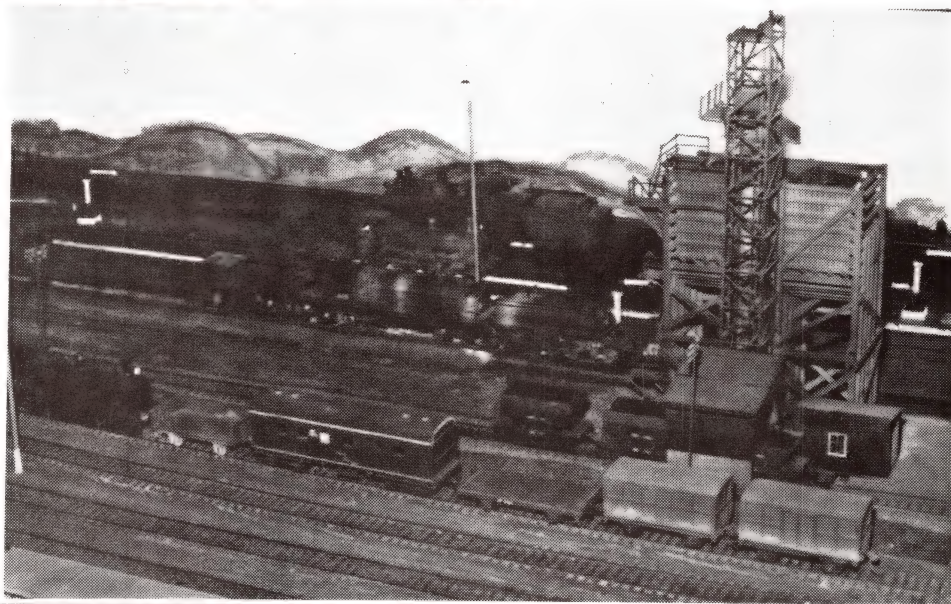


A general view in the hall.



At the AMRA Information Stand, Neil Johnman answers questions from a visitor.

The Coal Stage area on NSWGR Crafton.



A LMS train passes through an English scene.

Unusual things happen at closing time. On the Sn3½ 'Meanjin' layout, a N&W 4-8-4 hauls a freight train. Some HO US modellers in the Branch are considering a layout for the next show.



MEMBERSHIP LISTING AS AT 30 APRIL, 1985.
NEW SOUTH WALES BRANCH

HO	OM	ACKLAND R.J.	9 Wyuna Road.	West Pymble	2073	498 4025
HO	FM	AKRIGG E.B.	12 Caber Street.	Moss Vale	2577	04891 2030
	FM	AKRIGG Miss M.	12 Caber Street.	Moss Vale		
HO/N	FM	ALDOUS K.	6 Noble Place.	Mendi	2234	543 1119
HO	FM	ALDOUS M.A.	6 Noble Place.	Mendi		
HO	FM	ALDOUS R.B.	6 Noble Place.	Mendi	2234	
N/HO	OM	AULD K.J.	15 Freeman Road.	Heathcote	2233	520 9098
HO	OM	BAKER J.A.	64 Ferris Street.	Annandale	2038	568 3887
O	OM	BAKER Dr. W.L.	1303 Pittwater Road.	Narrabeen	2101	913 8422
HO	OM	BAMFORD P.	4 Mahanus Close.	Umina	2257	04342 2655
HO	OM	BARTLE P.	29 Donald Street.	Hurstville	2220	
HO	FM	BELL M.E.	31 Ullamulla Crescent.	Queanbeyan	2620	06297 4120
HO	FM	BELL Mrs E.M.	31 Ullamulla Crescent.	Queanbeyan		
N	OM	BELL H.	13 St Andrews Gate.	Elanora Heights	2101	913 7940
HO/OO	SM	BELL L.	48 Teralpa Road.	Brighton-Le-Sands		59 3714
HO	OM	BELLANTO P.J.	69 Lisgar Street.	Merrylands	2160	
N	OM	BENNETT D.R.	200 President Avenue.	Miranda	2228	524 3655
EM	OM	BETTS P.J.	40 Merrilee Crescent.	Frenchs Forest	2086	451 9744
O	OM	BLIGHT J.J.	"Gum Creek", Willbriggie Mail.	Hanwood	2680	06968 5205
O/OO	OM	BOND S.	2/24 Sturt Street.	Kingsford	2032	349 6101
	OM	BOOKER M.N.	11 Kildare Grove.	Killarney Heights	2087	451 8807
HO	FM	BOURNE E.	2 Longdon Close.	South Penrith	2750	04736 1197
HO	FM	BOURNE Mrs E.	2 Longdon Close.	South Penrith	2750	
	FM	BOWRING G.J.	P.O. Box A335.	Sydney South	2000	328 6099
	FM	BOWRING Mrs J.J.	P.O. Box A335.	Sydney South	2000	
OO	OM	BRADBURY K.J.	36 Nolan Street.	Berkeley	2506	04271 1841
HO	OM	BRAY G.	41 Murrumbidgee Avenue.	Caringbah	2229	524 7330
HO/OO	OM	BROWN D.M.	9 Liffey Place.	Woronora	2232	521 6283
HO	OM	BROWN G.W.	"Underwood", Exeter Road.	Sutton Forest	2577	04883 4235
HO/OO/N	OM	BROWN W.B.	Cnr Bay & Davidson Streets.	Tathra	2550	06494 1316
HO	OM	BROWN W.A.	29 Citizer Street.	Goulburn	2580	04821 7968
HO/OO	OM	BULL F.M.	6 Ronola Avenue.	Dundas	2117	638 2404
O	FM	BUNKER I.D.	18 Sturdee Avenue.	Bulli	2516	04267 2776
O	FM	BUNKER Mrs C.	18 Sturdee Avenue.	Bulli		
O	FM	BUNKER W.	18 Sturdee Avenue.	Bulli		
HO	OM	BURKE M.W.	288 The River Road.	Revesby	2212	771 2956
HO/HO21/2	OM	CASTLE B.	24 Evans Street.	Belmont	2280	04945 9877
HO	FM	CHAMBERLAIN P.	21 Warman Street.	Pendle Hill	2145	
	FM	CHAMBERLAIN Mrs R.	21 Warman Street.	Pendle Hill	2145	
HO/O	OM	CHAPMAN S.	138 Railway Road.	Marayong	2148	626 9979
HO	OM	CHEESEMAN J.W.	27 Fulton Avenue.	Wentworthville	2145	631 8073
HO	OM	CLAGUE M.L.	4 Haddon Crescent.	Revesby	2212	77 7667
N	OM	CLARKE J.F.	c/- Westpac, P.O. Box 12.	Warialda	2402	06729 2326
HO	OM	COLLINS F.				
HO	OM	COLLINS R.	Lot 10, Ryan Place.	Emu Plains	2750	
N	OM	COOPER K.	1/6-10 Mawson Street.	Turrella	2205	59 6214
HO/OO	FM	CORNISH R.W.	75 Allambie Road.	Allambie Heights	2100	939 7478
HO/OO	FM	CORNISH Mrs A.	75 Allambie Road.	Allambie Heights		
HO	OM	CROSSINGHAM H.	23 Clermont Avenue.	North Strathfield	2137	73 2220
HO	OM	CUNNINGHAM T.R.	P.O. Box 80.	Villawood	2163	726 5948
HO	OM	CUTLER I.W.				
O/O	OM	CUTLER R.A.	24 Mimosa Avenue.	Toongabbie	2146	674 2500
HO	OM	DAVIES E.R.	24 Manning Avenue.	Gymea	2227	524 1808
O	OM	DAVIES J.L.	P.O. Box 242.	Gordon	2072	44 1511
HONE 1/2	FM	DAVIES L.A.	24 Reynolds Crescent.	Beacon Hill	2100	451 0785
HONE 1/2	FM	DAVIES Mrs E.E.	24 Reynolds Crescent.	Beacon Hill	2100	
O	OM	DAVIES T.E.	66 Griffiths Avenue.	West Ryde	2114	80 2334
O/5"	OM	DAY E.B.	239 High Street.	Willoughby	2068	407 1173
HO	PLM	DE HAVILLAND M.	6 Immarna Place.	Telopea	2117	
HO	OM	DICK S.	7 Bounty Key.	Forster	2428	06554 8961
HO	OM	DRUMMOND R.J.	48 Westminster Street.	Schofields	2762	627 3623
	HLH	DUNN Mrs J.	26 Napoleon Street.	Rosebery	2018	667 1542
HO	PLM	DUNN J.B.	26 Napoleon Street.	Rosebery		
HO/OO	OM	EADES P.J.W.	14 Desborough Road.	Colyton	2760	623 5672
HO	FM	EDWARDS K.	8 Easton Road.	Berowra Heights	2082	456 2868
HO/N	FM	EDWARDS P.	8 Easton Road.	Berowra Heights		
HO	PLM	ELLIS D.F.	110 Morshead Drive.	Hurstville Grove	2220	
HO	OM	ELLIS G.M.	106 Gymea Bay Road.	Gymea	2227	
HO	OM	ENGLISH A.	31 Ainsworth Street.	Leichhardt	2040	569 8627
HO	SM	FLYNN D.	43/27 Toomevara Street.	Kogarah	2217	
HO	OM	FLYNN P.F.	4 Emerald Place.	Murwillumbah	2484	06672 1329
HO	OM	FORDHAM L.A.	6 Bambara Place.	Baulkham Hills	2153	639 9106
HO	OM	FOTHERINGHAM J.	4 Clucas Road.	Regents Park	2143	649 1560
HO	OM	GALLAGHER R.A.	P.O. Box 4.	Little Bay	2036	661 4046
OO/HO	OM	GERARD P.R.	22 Glenshee Place.	St Andrews	2566	603 2817

MEMBERSHIP LISTING AS AT 30 APRIL, 1985.
NEW SOUTH WALES BRANCH

OO	OM	GIBSON C.W.H.	147 Barrenjoey Road,	Ettalong Beach	2257	04342	3267
O	OM	GILFEATHER B.	6 Rudd Street,	Lambton	2299	04952	2933
HO	OM	GIOIA R.	5 York Street,	Rockdale	2216	597	1930
N	HLM	GORRELL R.W.	77 Boundary Street,	Roseville	2069		
HO	OM	GOULD A.K.	32 Meldrum Avenue,	Mt Pritchard	2170	602	0098
HO	OM	GOULD N.J.	28 Erang Street,	Carss Park	2221	546	4980
HO	OM	GRAHAM E.G.B.	P.O. Box 388,	Caringbah	2229	524	1822
O-5"	OM	GRAHAM J.B.	P.O. Box 150,	Mortdale	2223	57	6484
HO	OM	GREEN F.	120 The Boulevard,	Caringbah	2229	524	8822
O-5"	OM	GREEN J.H.	"Mungana", Hawkesbury Road,	Yarramundi	2753	04776	1176
HO/	OM	GUEST M.	31 Birch Street,	St Marys	2760	623	8780
HO/OO	OM	GUILLARD K.H.	277 Walsh Street,	Albury	2640	06021	6651
HO	OM	GUNTON A.	1 Stoney Creek Road,	Beverly Hills	2209	53	5891
HO	OM	HALCROW J.E.	8 Coorinda Place,	Bilgola Plateau	2107	918	0774
HO	OM	HANDCOCK D.J.	P.O. Box 127,	Allawah	2218		
HO	OM	HARDING A.	31 Orana Avenue,	Kirrawee	2232	521	6666
N	OM	HEALD M.	5 Birubi Avenue,	Gymea	2227	524	1666
HO	OM	HERFURTH G.W.	68 Belmont Road,	Glenfield	2167	605	2836
O	OM	HETHERINGTON A.G.	38 Wolger Street,	West Como	2226	528	8138
Z	PLM	HILLEBRAND P.	9/19 Livingston Avenue,	Botany	2019		
	OM	HILLMAN B.	28 Ravenna Street,	Strathfield	2135	642	1333
ALL	GM	HILLS MODEL RAILWAY SOCIETY	P.O. Box 555,	Castle Hill	2154		
O	OM	HINDMARSH E.G.	48 Coolaroo Road,	Lane Cove	2066	427	6462
HO	OM	HITCHINS C.	P.O. Box 419,	Lane Cove	2066	428	4977
HO	FM	HOGAN E.	32 Dolans Road,	Cronulla	2230	523	4085
	FM	HOGAN Mrs V.	32 Dolans Road,	Cronulla	2230		
HO	OM	HOGAN V.J.	32 Dolans Road,	Cronulla	2230		
HO	OM	HOGG N.M.					
OO	OM	HOUGHTON R.F.	109 Sylvania Road,	Miranda	2228	522	8010
HO	OM	HOWARTH I.B.	6 Tree Top Crescent,	Port Macquarie	2444	06583	8075
O	OM	HOWARTH P.	8 Milford Road,	Miranda	2228	524	5612
HO	OM	JAMES R.R.	P.O. Box 736,	Grafton	2460	06642	2168
HO	OM	JOHNSTON W.	12 Warrington Avenue,	Caringbah	2229	524	7844
	FM	JOWETT Miss C.	94 Narcissus Avenue,	Blacktown	2148	626	0325
	OM	KEEFE J.P.	67 Ashworth Avenue,	Belrose	2085	451	6799
HO	OM	KELLY G.L.	P.O. Box 962,	Parramatta	2150	631	4483
HO	OM	KELLY P.B.	20 Lee Street,	Condell Park	2200	705	5317
HO	OM	KENDALL J.S.	2 Gibson Place,	Blacktown	2148	622	8153
HO	OM	KILLHAM G.S.	13 Avenel Road,	Gymea Bay	2227	525	2802
N	OM	KLIMPSCH G.N.	69 Annesley Street,	Leichhardt	2040	569	4017
	FM	KNIFE Mrs K.	97 Leichhardt Street,	Ruse	2560	04626	5665
OO	FM	KNIFE P.A.	97 Leichhardt Street,	Ruse	2560	04626	5665
N	OM	LAMBERT R.H.Y.	3 Daisy Street,	Chatswood	2067	411	2723
HO	FM	LARMOUR G.	42 McMillan Street,	Yagoona	2199	705	5074
HO	FM	LARMOUR Mrs J.	42 McMillan Street,	Yagoona			
HO	OM	LARMOUR M.	42 McMillan Street,	Yagoona	2199		
HO	OM	LARMOUR P.	189 Rex Road,	Georges Hall	2198	727	0458
HO/	OM	LAURIE E.	10/684 Rocky Point Road,	Sans Souci	2219		
N & HO	OM	LAWTON P.C.	130 Croydon Road,	Hurstville	2220	57	2682
O-USA	FM	LEE J.	4/60 Woniara Road,	Hurstville	2220	579	3378
	FM	LEE Mrs J.	4/60 Woniara Road,	Hurstville	2220		
HO	OM	LEE P.J.	79 Terrigal Street,	Marayong	2148	671	3712
O.7mm	OM	LEWIS G.	42 Wesley Street,	Elanora Heights	2101	913	8377
HO	OM	LINDEMAN J.P.	5 Hezlet Street,	Chiswick	2046	712	1162
HO	FM	LOBER W.L.	8 Thomson Street,	Darlinghurst	2010	331	2937
	FM	LOBER Mrs T.	8 Thomson Street,	Darlinghurst	2010		
	FM	LOBER W.	8 Thomson Street,	Darlinghurst	2010		
O	OM	LOTHIAN S.A.	92 Parthenia Street,	Dolans Bay	2229	525	2318
HO/O	OM	LOVETT B.E.	26 Blaxland Road,	West Killara	2071	498	4659
HO	FM	LOW D.H.	8 Hendy Avenue,	Panania	2213	774	1140
	FM	LOW Mrs S.	8 Hendy Avenue,	Panania	2213		
HO	OM	LYNESS K.	628 Princes Highway,	Kirrawee	2232	517	1663
	OM	MATTS T.	176 William Street,	Bankstown	2200		
OO	OM	MAUGHAN M.S.	164 Wells Street,	Springfield	2250	04325	3873
HO	OM	MAY T.H.	21 Hawke Street,	Blayney	2799	06368	2336
N & O	OM	MCCARTHY G.W.	3/37-41 George Street,	Mortdale	2223	579	2621
O	PLM	MCDONAGH D.R.	141 Barber Street,	Gunnedah	2380	06742	0555
HO/OO	OM	MCINERNEY J.	14 Angelo Street,	Burwood	2134	747	5894
HO/OO	OM	MCLEOD C.R.	Skye Motel, P.O. Box 42,	Holbrook	2644	06036	2333
OO	OM	MEREDITH D.	26 Percival Street,	Penshurst	2222	579	3791
N	PLM	MIDGLEY I.	17 Derain Crescent,	Hazelbrook	2779		
HO	OM	MILLER M.J.	95 Jubilee Street,	Dubbo	2830	06882	5176
HO/OO	OM	MOORE G.W.C.	23 Murrarah Place,	Lane Cove	2066	428	5680
HO	OM	MOORE T.	5 Callistemon Close	Epping	2121	86	3522
HO	OM	MORGAN P.	39 Renway Avenue,	Lugarno	2210	533	4045
O	OM	MORRIS R.	39 Greene Avenue,	Ryde	2112	808	2380

MEMBERSHIP LISTING AS AT 30 APRIL, 1985.
NEW SOUTH WALES BRANCH

HO	OM	MORTON K.L.	6 Gorse Close,	Loftus	2232	542	1572
HO	OM	MUSGROVE D.	37 Akuna Avenue,	Bradbury	2560	04825	8252
HO/DO	GM	NIRIMBA H.M.A.S.RAILWAY CLUB	H.M.A.S. Nirimba,	Quakers Hill	2764	626	4422
HO/N	OM	NORTON B.	P.O. Box 87,	Granville	2142	799	7924
HO	OM	O'CONNOR R.I.	13 Kisdon Crescent,	Prospect	2149	621	5005
HO	OM	O'NEILL J.A.	32 St. Catherine Street,	Mortdale	2223	57	5403
HO	OM	OGSTON R.A.	Lot 505 Yarra Place,	St Johns Park	2176	610	2826
HO	OM	OLDFIELD K.A.	P.O. Box 738,	Grafton	2460	06645	3009
HO/N	OM	OPREY W., Hacienda Caravan Crt	Great Western Highway,	Lithgow	2790		
HO	OM	OTTEY W.	72 Merrigang Street,	Bowral	2576	04861	3384
O	OM	PAGE G.	197 Croydon Road,	Hurstville	2220		
HO/Sn31/2	OM	PARKER J.	34 Strickland Street,	Bass Hill	2197	724	5348
HO	OM	PARKES T.E.	85 Soldiers Road,	Jannali	2226	528	9047
HO	OM	PECK F.	33 Henson Street,	Merrylands	2160	637	9896
TT/TTn	OM	PERRINS L.A.K.	1 Kilburn Close,	Beacon Hill	2100	939	1137
O	OM	PERRY P.	146 Denison Street,	Bondi Junction	2022	389	5436
HO	OM	POTTS F.R.	23 Frampton Avenue,	Marrickville	2204	560	8070
HO	SM	POWELL M.	30 Morris Avenue,	Kingsgrove	2208		
HO/N2 1/2	OM	PRESTON A.L.	1064 Old Princes Highway	Engadine	2233	520	8590
OO	OM	PRICE B.A.	13 Mumford Street,	Wagga Wagga	2650	06931	1644
HO	OM	PRIESTLEY R.D.	150 The Kingsway,	Cronulla	2236	523	2909
OO	OM	RAMSAY N.W.	4 Waldron Street,	Sans Souci	2219	529	8698
O	HLM	READ N.	3 Augusta Street,	Strathfield	2135	642	3828
P4	OM	REID J.R.	2/16 Croydon Street,	Petersham	2049	569	2970
HO	OM	RICHARDSON N.	28 Caloola Crescent,	Beverly Hills	2209	50	6923
HO	OM	ROBINSON F.	Norwood, Lot 26 Chitley Road,	Dargan,	2786	06355	2611
HO	OM	ROBINSON N.	Lot 1196 Cabernet Avenue,	Eaglevale	2558	603	1221
HO	OM	ROBINSON R.K.	Norwood, Lot 26 Chitley Road,	Dargan,	2786	06355	2611
HO/DO	OM	RODGERS B.A.	1 Elanora Close,	Baulkham Hills	2153	639	8548
O	OM	ROWLING B.	42 Pemberton Street,	Marramatta	2150	630	1475
HO	OM	RYAN L.J.	16 Shelley Street,	Cowra	2794	06342	1906
HO	OM	RYLANCE W.J.	44 Robey Street,	Mascot	2020		
HO/SN31/2	OM	SANDERSON P.	8 Skinner Street,	Ballina	2478	06686	2708
O	OM	SHAPIRO M.	4 Calypso Place,	Yowie Bay	2228	524	7322
HO	OM	SHEPHERD C.	14 Beauchamp Street,	Marrickville	2204	55	7846
HO	OM	SKILTON J.	41 Juvenis Avenue,	Oyster Bay	2225	528	9316
HO/O	FM	SORENSEN S.N.	143 Kiara Road,	Miranda	2228	525	4996
OO	FM	SORENSEN G.C.	143 Kiara Road,	Miranda	2228		
HO/N3	OM	SPEECHLEY P.L.	36 Orange Street,	Hurstville	2220	579	3430
HO	FM	SPURWAY D.J.	16 Thorntons Road,	Queanbeyan	2620	06297	3553
HO	FM	STEELE C.	11 Magnolia Street,	St Marys	2760	623	4570
HO	FM	STEELE Mrs R.	11 Magnolia Street,	St Marys			
HO	OM	STELL R.A.	17 Beach Street,	Kogarah	2217	587	6381
O/DO/2"	OM	STEPHAN A.D.	"The Lodge", P.O. Box 169,	North Ryde	2113	887	1276
HO	OM	STEVENS G.	68 Shadow Crescent,	St Clair	2759	670	3219
HO/DO	FM	STEVENSON Mrs V.	86 Merton Street,	Sutherland	2232		
HO	FM	STEVENSON R.V.	86 Merton Street,	Sutherland	2232	521	1196
HO	OM	TAKACS A.J.	94 Narcissus Avenue,	Blacktown	2148	626	0325
HO	OM	TARANTO D.	68 Jacaranda Avenue,	Baulkham Hills	2153	639	7205
HO	OM	TAYLOR B.	4 School Parade	Westmead	2145		
HO/DO	OM	TEMPLEMAN A.J.	5 Kenilworth Road,	Lindfield	2070	46	1176
HO	OM	THOMAS H.N.	147 First Avenue,	Sawtell	2452	06653	2764
HO	OM	THOMPSON F.L.	24 Fearn Street,	Toongabbie	2146	636	3378
O & Z	OM	TOLLEY R.J.	57 Grevillea Crescent,	Macquarie Fields	2564		
HO	FM	TONURIST E.A.	P.O. Box 417,	Penrith	2750	04733	1832
HO	FM	TWEEDALE N.	3 Timms Street,	Blackett	2770	628	0535
N	FM	TWEEDALE M.	3 Timms Street,	Blackett	2770		
HO/O	SM	TURNER D.	275 Forest Road,	Kirrawee	2232	521	2882
HO	OM	TYSON B.K.	1/17 Norman Street,	Concord	2137	73	5086
HO	OM	WALLACE M.	7 Cutler Parade,	North Ryde	2113	88	4089
HO	OM	WALMSLEY R.H.	111 Attunga Road,	Yowie Bay	2228	525	1887
HO	FM	WARDROP R.G.	25 Manchester Road,	Gymea	2227	524	5376
HO	FM	WARDROP Mrs D.	25 Manchester Road,	Gymea			
HO	OM	WARREN C.S.	28 Durbar Avenue,	Kirrawee	2232	521	1189
HO	OM	WARREN H.S.	28 Durbar Avenue,	Kirrawee	2232		
N	OM	WATSON G.S.	43 Milford Road,	Miranda	2228	524	2048
HO	OM	WATSON N.H.	43 Milford Road,	Miranda	2228	524	2048
O	OM	WEATHERS C.	58 Taylor Street,	Annandale	2038	660	5775
HO	OM	WIERZBINSKI M.J.	101 King Road,	Fairfield West	2165	609	6985
HO/DO	OM	WITHERS D.R.	213 Galston Road,	Hornsby Heights	2077	477	4622
HO/N	OM	WHALE W.	65 Kitchener Avenue,	Earlwood	2206		
HO	OM	WYATT J.E.	35 Sibbick Street,	Five Dock	2046	713	2024
HO	PLM	WILCOX K.J.	23 Clermont Avenue,	North Strathfield	2137	73	2232
O	OM	WYETH A.D.	20 Farnsworth Ave.,	Campbelltown	2560		
HO	OM	YOUNG A.P.	35 Clearview Parade,	Hazelbrook	2779	58	6777

MEMBERSHIP LISTING AS AT 30 APRIL, 1985.

VICTORIAN BRANCH

	GM	AMRA VIC BRANCH	68 Lahona Avenue,	Bentleigh East	3165	
HO	OM	AA L.	6/23 Coorigil Road,	Carnegie	3163	568 4018
OO	OM	ANDREW J.K.	6 Coolangatta Terrace,	Dromana	3936	05987 2813
HO/21/2	OM	ATCHISON S.D.	34 Grey Street,	East Ringwood	3135	879 1171
OO	OM	ATTRILL G.H.	38 Frederic Drive,	Ringwood	3134	876 2507
HO	OM	AZZOPARDI E.	40 Victory Street,	Keilor Park	3042	336 2605
	HLM	BAKER M.	28 Ligar Street,	Sunbury	3429	744 3536
HO/N	FM	BATES W.	433 Elgar Road,	Box Hill	3128	898 3162
	FM	BATES N.	433 Elgar Road,	Box Hill	3128	
HO	OM	BIRD L.J.	20 Lesney Street,	Richmond	3121	428 2095
HO/	OM	BLACKLEY R.J.	4 Fernwood Road,	Narre Warren	3805	704 7629
HO/HON21/2	OM	BOGIE R.	Box 5439cc, G.P.O.,	Melbourne	3001	560 5827
HO	FM	BOSCHETTI C.J.	30 Daldy Crescent,	Shepparton	3630	05821 9951
HO	FM	BOSCHETTI Chris	30 Daldy Crescent,	Shepparton	3630	
HO	OM	BRADY R.D.	507 Main Road,	Ballarat	3350	
HO	OM	BRISBANE W.D.	2 Moray Street,	East Bentleigh	3165	570 7886
HO/OO	OM	BRODIE M.	6 Hill Street,	East Bentleigh	3165	570 3618
HO	OM	BROOKS G.	337 Elgar Road,	Surry Hills	3127	890 0747
HO/OO	OM	BROUGH J.C.	158 Balwyn Road,	Balwyn	3103	857 9106
HO/OO	OM	BROWN A.J.	1 Gloucester Place,	Warragul	3820	05623 2294
HO	OM	BROWN D.	235 King Street,	Melbourne	3000	
HO	OM	BROWN D.J.	13 Prospect Street,	Mount Waverley	3149	288 6866
HO	FM	BROWN G.H.	3 Rivette Court,	Keilor Downs	3038	367 6203
	FM	BROWN Mrs S.	3 Rivette Court,	Keilor Downs	3038	
HO	OM	BUXTON S.J.	2/197 Gilbert Road,	West Preston	3072	484 7365
N/HON31/2	OM	BULT A.G.	7/396 Murray Road,	Preston	3072	
HO	OM	BURMAN P.J.	27 Rowitta Drive,	Glen Waverley	3150	232 0757
1:50	OM	BURROWS L.	Box 1937R, G.P.O.,	Melbourne	3001	819 1635
HO	OM	CANDY G.W.	23 Longbourne Avenue,	Notting Hill	3168	560 8936
OO	OM	CHAMBERLAIN R.J.	789 Nepean Highway,	Mornington	3931	75 6110
HO/21/2	OM	CHAMPION D.	59 Diane Crescent,	North Croydon	3136	726 8810
HO(VIC/SA)	FM	CHESTER B.R.	65 Smyth Street, West,	PortArlington	3223	459 5453
HO(" / ")	FM	CHESTER C.A.	65 Smyth Street, West,	PortArlington	3223	" "
	OM	CLARKE A.F.	94 Dunlop Street,	Mortlake	3272	05599 2168
HO/0	OM	CLARKE T.	16 Douglas Avenue,	St Albans South	3021	367 5217
N	OM	COLLIVER J.	18 Keumah Court,	Heathmont	3135	870 3027
O	OM	COMFORT B.R.S.	P.O. Box 100,	North Brighton	3186	596 3249
	SM	COMFORT I.	P.O. Box 100,	North Brighton	3186	
HO	OM	COWLING K.	Engine Shed, 5 Carrington Rd,	Box Hill	3128	890 7027
OO	OM	CROFT H.R.	29 Murda Road,	Clayton	3168	543 5897
HO	OM	CROPLEY R.M.	27 Rosebank Avenue,	North Kingwood	3134	
HO/21/2	GM	CROYDON NARROW GAUGE GROUP	Branchline, 490 Dorest Rd.,	Croydon	3136	723 1211
HO	OM	CUSKRIN B.	104 Canterbury Road,	Heathmont	3135	729 5636
HO	OM	CUTMORE A.J.	32 Morrie Crescent,	Blackburn	3130	890 4124
HO	FM	CUTMORE Mrs B.	32 Morrie Crescent,	Blackburn	3130	" "
HO	FM	CUTMORE Miss R.	32 Morrie Crescent,	Blackburn	3130	" "
HO	FM	CUTMORE D.	32 Morrie Crescent,	Blackburn	3130	" "
HO	OM	DALL R.C.W.	7 Murchison Avenue,	Vermont South	3133	221 6034
	HLM	DEAN E.W.R.	105 Yarralea Street,	Alphington	3078	
	HLM	DEAN Mrs F.	105 Yarralea Street,	Alphington	3078	
N	SM	DENNIS B.	3 Ashby Court,	Bayswater	3153	729 1208
HO	OM	DERRICK C.W.	1/128 Kingston Road,	Heatherton	3202	551 4780
HO/3	OM	DIXON M.S.	35 Richardson Street,	Essendon	3040	379 7524
HO/HON3	OM	DORAN T.N.	31 Wanbanna Avenue,	Greensborough	3088	435 0921
OO	OM	DOWEL A.N.	82 East Boundary Road,	East Bentleigh	3165	579 4343
HO	OM	DOWN K.N.	3/2 Wattle Avenue,	Glenhuntley	3163	578 9808
	HLM	DUNLOP Mrs M.	103 Yarralea Street,	Alphington	3078	
	HLM	DUNLOP T.	103 Yarralea Street,	Alphington	3078	497 3093
HO(VR)	OM	DUNN R.P.	10 Holland Road,	Blackburn South	3130	878 4914
OO Brit	OM	DUNNE S.B.	21 Ferndale Road,	Glen Iris	3146	25 5470
	OM	EAGLES J.	25 Wilson Road,	Glen Waverley	3150	561 4904
OO	OM	EBINGER M.	74 Millers Road,	Altona	3018	398 4152
HO	OM	EDWARDS R.H.	21 Robinlee Avenue,	East Burwood	3151	232 6887
	OM	EDWARDS R.J.	21 Robinlee Avenue,	East Burwood	3151	
	OM	EDWARDS R.D.	21 Robinlee Avenue,	East Burwood	3151	
OO	OM	ELLIOTT G.	P.O. Box 228,	Berwick	3806	707 1810
HO	OM	ELY O.S.	10 Koonalda Avenue,	Glen Waverley	3150	561 1941
HO	OM	EMMETT J. (Jnr.)	19 Imes Street,	Parkdale	3195	580 5464
OO	OM	ENGLAND P.J.	11/20 Florence Street,	Mentone	3194	584 4764
HO/OO	OM	FAIRHURST L.	363 Diamond Creek Road,	Diamond Creek	3089	438 1523
HO	OM	FAULKNER L.J.	220 Russell Street,	Dennigton	3280	05562 8674
HO	OM	FISHLEY K.R.	P.O. Box 89,	Glen Waverley	3150	560 9325
O	OM	FLETCHER C.E.F.	30 Roseland Grove,	Doncaster	3108	848 7256
	SM	FLETCHER D.	30 Roseland Grove,	Doncaster	3108	
HO	OM	FORMAINI M.	171 Blackburn Road,	Mount Waverley	3149	233 3085
OO	OM	FOX G.	2/65 Royal Avenue,	Sandringham	3191	598 9321

MEMBERSHIP LISTING AS AT 30 APRIL, 1985.
VICTORIAN BRANCH

HO/HOn3	OM	FRASER G.J.	9 Penrith Court,	Eltham	3095	439	1572
OO	OM	FRARY B.D.	21 Monkhouse Drive,	Endeavour	3802	560	7133
N	OM	FROST J.	8 Tristonia Street,	Doncaster East	3109	848	2236
HO	OM	GARDNER J.R.	3 Ramu Grove,	Ashburton	3147	25	7221
HO/OD/N	FM	GIBSON J.R.	24 Kobb Street,	Bairnsdale	3875	05152	2791
	FM	GIBSON Mrs E.	24 Kobb Street,	Bairnsdale	3875		
HO	OM	GIBSON N.W.	8 Clark Street,	Reservoir	3073	470	2764
N	OM	GILLSON C.R.	18/9 Canterbury Road,	Toorak	3142	241	7306
HO	OM	GODDARD D.J.	319 Humffray Street South,	Ballarat	3350	05331	1848
HO/n3/On3	OM	GORDON J.	111 Royal Parade,	Reservoir	3073	460	6798
HO/N	OM	GOVETT M.J.	RMB 2020,	Violet Town	3669		
N	OM	GRAINGER G.	2017 Prince's Highway,	North Clayton	3168	544	1820
HO	OM	GUNN D.W.	50 Scenic Crescent,	North Eltham	3095	439	8093
O/On21/2	OM	GUTTERIDGE Dr R.B.	50 Belmore Street,	Yarrowonga	3730	05744	3120
OO	OM	HALL J.	3 Michael Street,	Scoresby	3179	763	7143
HO/N	OM	HANCOCK W.C.	98 Marianne Way,	Mount Waverley	3149	232	4719
HO	OM	HARDING G.P.	Stirling Road,	Metung	3904	05156	2369
HO/HOn21/2	OM	HARRY J.J.	68 Lahona Avenue,	Bentleigh East	3165	570	4406
OO	OM	HARTLEY S.A.	26 Robert Street,	Bentleigh	3204	557	7054
N	OM	HARVEY D.S.	46 Somerville Lane,	Riddells Creek	3431	05428	6476
O/OO	OM	HAUSTORFER M.	18 Ibbotson Street,	Watsonia	3087	435	8449
HO/OO	PLM	HAWKEN G.M.	2 Boston Road,	Bundoora Heights	3083	435	3725
HO/OO	SM	HEAD D.	Lot 2 Kangaroo Ground Road,	Kangaroo Ground	3097	712	0498
OO	OM	HERRETT B.J.	111 Bridge Street,	Eltham	3095	439	8593
HO/n21/2	OM	HOAD A.	13 Kia-ora Parade,	Ferntree Gully	3156	758	6498
HO	OM	HOARE W.R.	16 Druid Street,	Golden Square	3555	05447	8389
N	OM	HOFMEYER B.C.	236 Waverly Road,	East Malvern	3145	211	2279
HO	OM	HOLLINGSWORTH P.J.	67 Devon Drive,	Doncaster East	3109	842	3237
HO	OM	HUMPHRIES J.A.	38 Highridge Crescent,	Airport West	3042	338	0938
HO	FM	HURLEY K.B.	43 Fakenham Road,	Ashburton	3147	25	5349
HO	FM	HURLEY J.	43 Fakenham Road,	Ashburton	3147		
HO	OM	HURLEY J.	56 Mary Street,	Essendon	3040	337	4594
N	OM	INCHLEY E.A.	6 First Avenue,	North Dandenong	3175	795	3947
HO/N/Z	OM	JACKA Mrs M.A.	893 High Street,	Glen Waverley	3150	233	3067
OO	OM	JACKSON K.	50 Croydon Road,	Surrey Hills	3127	836	3870
OO	OM	JENKINSON A.W.	7 Frawley Street,	Frankston	3199	783	4284
OO	OM	JENKINSON Mrs C.	Latrobe Road,	Yarrambat	3091	436	1089
HO	OM	JENKINSON P.A.	Latrobe Road,	Yarrambat	3091	436	1089
HO	OM	JOHSON A.	12 Service Street,	Hampton	3188	598	7698
OO/HOn21/2	OM	KELLY D.	Branchline, 45 Lemnagrove Crs,	Croydon	3136	725	2415
HO	OM	KERR J.H.	6 Rees Court,	Mount Waverley	3149	544	4696
HO	OM	KING C.S.	49 Westley Street,	Ferntree Gully	3156	758	4315
O	OM	KNIGHT J.L.	72 Strathallan Road,	Macleod	3085	45	2531
N	SM	KNIGHT K.	3 Nincumber Drive,	Glen Waverley	3150	233	8164
OO	OM	KOHEK F.	9 Eddie Street,	St. Albans East	3021	366	7527
OO	OM	KUYT VAN DE A.	41 Fortuna Avenue,	South Croydon	3138	725	5075
HO	OM	LADLEY M.	"Hazel Dale", Chapel Lane,	Nutfield	3099	714	8244
OO	OM	LAWSON C.E.	12 Faraday Street,	Boronia	3155	762	4018
HO	OM	LEES D.W.	507 The Boulevard,	East Ivanhoe	3079	49	6308
	HLM	LITTLE T.R.	P.O. Box 46,	Nunawading	3131		
HO	FM	LLOYD M.G.	6 Kiers Court,	Rosanna East	3084		
HO	FM	LLOYD R.C.	6 Kiers Court,	Rosanna East	3084	459	6508
HO	OM	LLOYD S.B.	6 Kiers Court,	Rosanna East	3084		
HO	OM	LORD K.F.	RMB 1175, Glenmaggie Road,	Heyfield	3858	05148	2212
	OM	LORMER G.W.	1/2 Clifton Road,	Hawthorn East	3123		
HO	OM	MADDICKS A.G.	4 Brownlee Crescent,	Mulgrave	3170	560	1918
HO/OO	OM	MAGUIRE I.C.	29 Barrington Drive,	Ashwood	3147	25	3454
HO/OO	SM	MAGUIRE M.I.	29 Barrington Drive,	Ashwood	3147	25	3454
HO	OM	MALONEY M.V.	4/716 Darling Street,	Ballarat	3350	05335	6466
HO	OM	MARROW R.I.	13 Craig Road,	Cranbourne	3977	05996	2751
HO	FM	MARSDEN R.J.	21 Lerina Street,	Clayton	3168	544	5079
	FM	MARSDEN S.C.	21 Lerina Street,	Clayton	3168		
	FM	MARSDEN D.A.	21 Lerina Street,	Clayton	3168		
OO	OM	MARTIN M.B.	32 Gnarwyn Road,	Carnegie	3163	67	5455
HO	OM	MARTIN T.J.	162 Glen Iris Road,	Glen Iris	3146	259	9761
HO	OM	MATTHEWS I.	14 Keith Grove,	Ringwood	3134	870	8975
	OM	MCCALLUM J.D.	95 Gowrie Street,	Glenroy	3046		
HO	OM	MCCLEURE J.A.	19 Brynmawr Road,	Camberwell	3124	299	2419
HO/N31/2	OM	MCCRAE S.J.	3/23 York Street,	Bon Beach	3196	772	5007
HO/OO	OM	MCINTOSH I.G.	15 Ferguson Street,	Macleod	3085	459	2613
HO	OM	MCKENNA A.	7 Max Court,	Noble Park	3174		
HO	HLM	MCKINNON M.	50 Rutley Crescent,	Echuca	3625		
N	OM	MCMURRAY R.	8 Barnett Street,	Highett	3190		
HO	SM	MCWILLIAMS G.A.	19 Gillard Street,	Burwood	3125	288	8346
HO	OM	MEHLMAN D.I.	3/11 Sorrett Avenue,	Malvern	3144	20	3319
HO	OM	MILLER A.	905 Dandenong Road,	East Malvern	3145	211	5297
HO	OM	MILNE S.J.	25 Kynoch Street,	Deer Park	3023	363	4947

MEMBERSHIP LISTING AS AT 30 APRIL, 1985.
VICTORIAN BRANCH

HO/OO	OM	MITCHELL K.J.	9 McMillan Grove,	Paynesville	3880	05156	6703
HO	OM	MONISH R.J.	2 Bryne Court,	Cheltenham	3192	583	7033
HO	SM	MORAN A.	13 Grandview Avenue,	Burwood	3125	29	2542
HO	OM	MOREHOUSE W.J.	6 Outlook Road,	Mount Waverley	3149	277	1717
HO	OM	MORRISON D.J.	192 Patterson Road,	Moorabbin	3189	557	2382
HO	FM	MULLER P.	17 Gregory Crescent,	Mulgrave	3170	547	0792
	FM	MULLER B.	17 Gregory Crescent,	Mulgrave	3170		
HO	SM	MUNROE J.M.	P.O. Box 381,	Dandenong	3175	782	1523
OO	OM	MURLIS N.E.	34 Centre Road,	Vermont	3133	874	2860
HO	OM	NIMON D.	18 Keyes Street,	Ashburton	3147	25	4819
HO	OM	NITZ G.	20 Alpha Street,	North Balwyn	3104	857	6959
O-USA	FM	NIVEN J.G.	'Kiam' Macnamara,	Ferry Creek	3786	755	1333
	FM	NIVEN G.	'Kiam' Macnamara,	Ferry Creek	3786		
	FM	NIVEN D.L.	'Kiam' Macnamara,	Ferry Creek	3786		
	OM	NOBLE PARK TECHNICAL COLLEGE,	Thomas Street,	Noble Park	3174	546	8544
HO	OM	O'FLYNN G.H.	6 Laurie Court,	Warrnambool	3280	05562	6704
HO/OO	OM	O'LEARY M.	15 Fran Street,	Glenroy	3046	306	8982
HO/N	OM	OLIN D. (Jnr.)	1 Kowena Court,	Keysborough	3173	798	2476
	PLM	PANTLIN G.V.	60 Melrose Street,	Box Hill	3129	898	3313
HO	OM	PENN T.	55 Goldlinks Road,	Oakleigh	3166	579	2831
HO/HON3	OM	PERRIN D.T.	51 Bryson Grove,	Lower Templestowe	3107	850	4223
HO/N	OM	PERRY N.W.	4/5 Waxman Parade,	West Brunswick	3055	386	5055
OO/HO	OM	PHILLIPS M.J.	12 Mandella Street,	Templestowe	3106	846	1195
HO/N	OM	POLLARD R.J.	28 Teal Crescent,	Lalor	3075	465	6176
HON21/2	OM	PREWETT R.E.J.	8 Moore Street,	Bacchus Marsh	3340	05367	1503
HO/S	OM	PUFFING BILLY MODELS	11 Dunoon Street,	Mooroolbark	3138	726	8206
HO	OM	RACE B.	P.O. Box 57,	East Bentleigh	3163		
HO/OO	OM	RICHARDS D.L.	7/36 Nepean Avenue,	Moorabbin	3109	555	9059
ON21/2	HLM	RICHARDSON C.E.	18 Leslie Street,	Burwood	3125	29	5899
HO	HLM	ROLFE C.C.	Clarence Street,	Loch	3945		
HO	OM	ROWBURY H.T.	1a Carool Road,	Murrumbidgee	3163	569	5946
ON	OM	RICHARDSON G.	42 Hill Road,	North Balwyn	3104	859	9316
HO	OM	RADDATZ E.F.	P.O. Box 201,	St. Albans	3021	366	2973
OO/N	OM	RICHES N.R.	5 Amber Court,	Cheltenham	3192	583	1587
HO/HON3	OM	RITCHIE P.E.	28 Ascot Street South,	Ballarat	3350	05332	1138
HO	OM	RODGERS S.C.	3/37 Robinson Road,	Hawthorn	3122	819	3291
OO/HO	OM	ROTHERY E.	7/62 Serrell Street,	East Malvern	3145	572	1523
OO	OM	ROYSTON W.S.	21 Ardmillan Road,	Moonee Ponds	3039	370	7590
HO	OM	RYAN G.	6 Toora Street,	Ivanhoe	3079	49	6374
HO/OO	OM	SCOTT W.M.	P.O. Box 116,	Hastings	3915	05983	9912
HO	FM	SECKER W.M.	2 Hilltop Avenue,	Glen Iris	3146	25	8360
HON	FM	SECKER Mrs E.	2 Hilltop Avenue,	Glen Iris	3146		
HO/HON21/2	FM	SCHACHE G.J.	P.O. Box 22,	Mount Waverley	3149	232	0863
	FM	SCHACHE A.J.	P.O. Box 22,	Mount Waverley	3149		
	FM	SCHACHE P.J.	P.O. Box 22,	Mount Waverley	3149		
HO/N	OM	SCHENDZIELORZ H.	10 Harvey Place,	Endeavour Hills	3802	700	1770
HO	OM	SELL A.E.	P.O. Box 315,	Box Hill	3128	299	2178
OO/O	OM	SHEERAN F.	5 Hume Court,	Ashwood	3147	277	0827
OO	OM	SHEPPEE D.A.	10 Winston Street,	Glen Waverley	3150	233	1771
O	OM	SHERLOCK R.A.	Bryant Road,	Linton	3360	05344	7359
HO/OO	OM	SMITH J.	59 Smythe Street,	Corinella	3984	05678	0453
HO	OM	SMITH R.	5 Dowle Street,	Macleod	3085	435	3957
HO	OM	SOUTHWELL T.B.	1 Wellington Avenue,	Blackburn	3130	878	9002
N	FM	STEADMAN T.	3/52 Yarralea Street,	Alphington	3078	497	4826
	FM	STEADMAN Mrs D.	3/52 Yarralea Street,	Alphington	3078		
HO	OM	STILL G.	10 Cornwall Crescent,	Mount Martha	3934	05974	2422
OO	FM	STOCKFELD G.	14/25 Ashted Road,	Box Hill	3128	898	6806
	FM	STOCKFELD Mrs J.	14/25 Ashted Road,	Box Hill	3128		
HON21/2	OM	STONE K.R.	4 Jennifer Street,	Cheltenham	3192	583	8459
N	OM	STRATFORD L.J.	9 Van Diemen Avenue,	Nunawading	3131	877	2558
O/OO	OM	STUCHBERY W.A.	Latrobe Road,	Yarrambat	3091	436	1112
	OM	SUNBURY MODEL RAILW CLUB INC.	P.O. Box 437,	Sunbury	3429		
HO	OM	SWALE J.	9 Larbert Avenue,	North Balwyn	3104	857	5567
HO	OM	SWEETMAN	13 Huntsman Drive,	Noble Park	3174	798	2360
OO/HO21/2	OM	TAYLOR K.E.C.	13 Walsh Street,	Eltham South	3095	439	9783
HO/OO	OM	THOMAS J.H.	3 Maple Court,	Wodonga	3690	06024	3675
HO	OM	THIELE I.O.	135 Huntingdale Road,	Oakleigh	3166	544	6602
N	OM	THOMAS R.	3 Sturdee Road,	Black Rock	3193	598	5858
N	OM	THORNTON P.	24 Christie Street,	Knoxfield	3180	763	6329
HO/OO	OM	THORPE N.F.	511 The Boulevard,	East Ivanhoe	3079	49	4525
	HLM	TRESEDER J.J.	55 Creek Road,	Mitcham	3132	874	3953
HO/HON21/2	OM	TROTT C.	6 Duke Court,	Bundoora	3083	467	4503
N	OM	WALTON G.N.	9 Fuller Street,	Bulleen	3105	850	3443
HO	OM	WATSON E.G.	18 Glencannon Crescent,	Clayton	3168		
HO	OM	WATSON K.A.	2 Crispe Street,	Reservoir	3073	478	8285
HO	FM	WATSON M.P.	2 Crispe Street,	Reservoir	3073		
HO/N	OM	WEBSTER D.	47 Gavan Street,	Kilmore East	3601	05782	1759

MEMBERSHIP LISTING AS AT 30 APRIL, 1985.
VICTORIAN BRANCH

00	HLM	WESTERMAN S.	10 Gardenia Crescent,	Cheltenham	3192	583 8655
	SM	WESTERMAN B.L.	10 Gardenia Crescent,	Cheltenham	3192	
HO	OM	WESTON E.	43 Springs Road,	Clayton South	3169	544 3216
HO	OM	WIGGLESWORTH R.E.	2 Terrigal Court,	Bayswater	3153	729 9492
HO	OM	WILKE H.H.	1 Waterloo Place,	Camberwell	3124	82 7046
HO	OM	WILLIAMS Dr A.T.	141 Maling Road,	Canterbury	3126	836 4342
HO/00	OM	WIRTH J.	11 Guas Avenue,	Tecoma	3160	754 4580
HO	OM	WOODS A.	10 Monaro Close,	Wantirna South	3152	221 7860
HO	FM	YOUNG R.T.	109 Elder Street,	Greensborough	3088	434 2631
	FM	YOUNG D.S.	109 Elder Street,	Greensborough	3088	

MEMBERSHIP LISTING AS AT 30 APRIL, 1985.

QUEENSLAND BRANCH :

		AMRA OLD. BRANCH	32 Wana Street,	Sunnybank	4109	
HO	OM	ANDERSON A.K.	40 Sloane Street,	Stafford Heights	4053	359 8525
HO	OM	ARMSTRONG J.	27 Richardson Street,	Chelmer	4068	379 7687
HO/N	OM	BALCOMBE-JESTICO E.	16 Parnell Street,	Ormiston.	4163	286 2639
HO	OM	BATCH A.E.	16 Railway Street,	Buranda.	4102	391 3032
	OM	BERRY S.H.G.	28 Yinni Street,	Maroochydore.	4558	07143 3232
Sn31/2	OM	BILBY J.G.	68 Mashobra Street,	Mitchelton.	4053	355 9021
	OM	CALCRAFT A.	21 Annie Street.	Torwood.	4066	369 8884
HO	OM	CARLSSON D.	P.O. Box 217,	Zillmere	4034	07269 8127
HO/HOn31/2	OR	CASH G.A.	117 Alice Street,	Goodna	4300	
HO	OM	CHRISTIE J.R.	32 Wana Street,	Sunnybank.	4109	345 4071
HO/00	OM	CORCUT J.	P.O. Box 177,	Warwick	4370	07661 4142
HO	OM	COWEN K.J.	3 Wandearah Crescent,	Ferny Hills	4055	351 5018
HO	OM	COKLEY K.V.	35 Penny Street,	Salisbury	4107	277 2266
00/N	OM	DOYLE P.A.	42 Wingarra Street,	Yeerongpilly	4105	848 9511
Sn31/2	OM	EDGE-WILLIAMS K.	P.O. Box 79,	Thangool	4716	
HOn3	OM	FAINGES J.	60 Fallon Street,	Everton Park	4053	355 4408
HO/HOn31/2	OM	GEDDES W.	241 Shaw Road,	Wavell Heights.	4012	266 3098
HO/N	OM	HARLAND A.H.	P.O. Box 1577,	Southport	4215	07532 1668
	HLM	HARROLD A.	20 Allambi Rise,,	Noosa Heads.	4567	07147 3232
HOn31/2	FM	HAYES W.A.	18 Joyce Street,	Coopers Plains.	4108	345 7887
HO	FM	HAYES K.D.M.	18 Joyce Street,	Coopers Plains	4108	
O	OM	HIGGINS A.W.	14 Hiron Street,	St Lucia.	4067	370 7802
HOn	FM	HILL J.A.	11 Freesia Street,	MacGregor.	4109	343 6078
	FM	HILL Mrs M.L.	11 Freesia Street,	MacGregor.	4109	
	FM	HILL M.	11 Freesia Street,	MacGregor.	4109	
	FM	HILL S.A.	11 Freesia Street,	MacGregor.	4109	
HO	FM	HOULIHAN J.M.	40 Hows Road,	Toombul	4012	266 3155
	FM	HOULIHAN I.M.	40 Hows Road,	Toombul	4012	
Sn31/2	SM	HUGHES A.P.	26 Orestes Road,	Yeronga West	4104	8 48 0249
HO/HOn	OM	HUGHES W.J.	11 Worthington Street,	Gladstone.	4680	07972 3057
HO	OM	HUTCHINSON J.E.	2 Billabong Street,	Kenmore Hills.	4069	378 4694
Sn31/2	SM	HYNES R.	116 Ferndale Street,	Annerley	4103	8 48 6716
	OM	INNES K.W.	32 Liataki Street,	Mansfield.	4122	349 1013
	OM	JENKINS D.L.	35 Alice Street,	Kingston	4114	209 4252
SN31/2	OM	JIRASEK J.	33 Florence Street,	Annerley.	4103	391 5537
SN31/2	OM	JOHNMAN N.G.	7 Irving Court,	Collingwood Park	4300	
Sn31/2	FM	JOHNMAN Mrs J.A.	7 Irving Court,	Collingwood Park	4300	
HO	FM	KALLE K.	4/4 Chelmsford Avenue,	Lutwyche.	4030	57 9497
HO/HOn31/2	OM	KOPITKE E.	98 Yallambee Road,	Jindalee.	4074	376 4339
HO	OM	LOWE K.F.	5 Mittani Court,	Raceview	4305	
TT	OM	LYTHALL G.	340 Bridge Street,	Toowoomba.	4350	07634 5815
	OM	MACAULAY A	Mackay State High Schl.	Mackay.	4740	07955 2182
HO	OM	MAKIN J.	34 Marian Street,	Miles.	4415	07427 1480
Sn31/2OR.	OM	MALONE S.	3/117 Flower Street,	Nundah.	4012	266 3399
HO	FM	MALONE Mrs D.A.	3/117 Flower Street,	Nundah	4012	
Sn31/2	SM	MALONE C.A.	27 Toombul Terrace,	Nundah	4012	
HO	FM	MAWSON R.	138 Maundrell Terrace ,	West Chermside	4032	
	FM	MAWSON Mrs C.	138 Maundrell Terrace ,	West Chermside	4032	
HO/N	OM	McCONNELL F.B.	17 Stapylton Street,	Coolangatta	4225	07536 2807
HO	FM	MEWES D.J.	97 Silkwood Street,	Algester.	4115	273 2014
HO	FM	MEWES Mrs P.A.	97 Silkwood Street,	Algester	4115	
N/00/HO	OM	MILNE H.J.O.	19 Talbot Street,	Coorparoo.	4151	397 9603
HO	OM	MORLAND D.	46 Fairsky Avenue,	Mermaid Waters	4218	07552 1219
HO/00	FM	NIXON K.	14 Archie Street,	Nambour.	4560	
	FM	NIXON Mrs D.	14 Archie Street,	Nambour.	4560	
HOn	OM	PATON T.	P.O. Box 896.	Lawes.	4345	07562 2896
HO	SM	REEVES R.D.	120 Mains Road,	Sunnybank	4109	345 3363
TTN31/2	OM	PERKINS G.N.	7 Lisa Court,	Goodna.	4300	
HO/HOn31/2	OM	ROBINSON A.C.	142 Northgate Road,	Northgate.	4013	266 4486
TTn31/2	OM	ROEHM P.W.	6 Clive Street,	Goodna	4300	288 4530
Sn31/2	OM	SCRIVENS P.A.	94 Irwin Terrace,	Oxley	4705	

MEMBERSHIP LISTING AS AT 30 APRIL, 1985.

QUEENSLAND BRANCH :

HO	OM	SEARL H.D.807	Upper Brookfield Rd.	Upper Brookfield.	4069	374 1752
	OM	SHARP D.	P.O. Box 220,	Cannon Hill.	4170	395 6404
O	OM	SHIELDS R.	5 O'Connell Street,	West End	4101	
HO	OM	SIVITER F.	Cottonvale,	via, Warwick.	4375	07685 2217
HO	SM	STANDFAST D.R.	17 Chapel Street,	Banyo	4014	267 5366
	PLM	SUGGIT S.	6 Medika Street,	Anglers Paradise.	4216	
HO	OM	THOMAS K.J.	M5544, "Ravensthorpe",	Clifton.	4361	
OO	OM	THORNTON D.J.	11 Dangerie Street,	Kallangur.	4503	204 6321
HO/HOn31/2	OM	WALL C.W.	8 McEwan Street,	Riverview.	4303	282 3538
	OM	WALL S.J.	8 MacEwan Street,	Riverview.	4303	282 3538
HO/HOn31/2	OM	WALSH C.E.	26 Bradford Street,	Whitfield.	4870	07053 3054
HO/HOn31/2	FM	WARD E.W.H.	13 Loveanus Street,	Silkstone	4304	281 9518
	FM	WARD Mrs L.	13 Loveanus Street,	Silkstone	4304	
	FM	WARD D.	13 Loveanus Street,	Silkstone	4304	
HO	FM	WARN D.E.	10 Leach Avenue,	Landsborough.	4550	
	FM	WARN Mrs L.M.	10 Leach Avenue,	Landsborough	4550	07194 1510
HO/N	OM	WEBB A.J.	6 Arura Street,	Mansfield	4122	349 4788
HO/HOn3	OM	WHELAN G.S.	22 Sunbird Avenue,	Paradise Point	4216	57 1677
HO/HOn31/2	OM	WOODS L.W.	P.O. Box 34,	Red Hill.	4059	369 5385
Sn3.5	FM	WRIGHT G.	20 Rhodes Street,	Loganlea.	4204	
O	OM	ZILLMAN P.	P.O. Box 17,	Caboolture.	4510	07196 7817

MEMBERSHIP LISTING AS AT 30 APRIL, 1985.

WESTERN AUSTRALIAN BRANCH

	GM	A.R.M.A.-W.A. BRANCH	P.O. Box 60.	Maylands	6051	
HO	OM	AMEY P.	19 Jessie Road,	Gooseberry Hill	6076	293 2023
OO	FM	BAKKER P.	7 Marloo Road,	Greenmount	6056	294 2776
	FM	BAKKER Mrs S.	7 Marloo Road,	Greenmount	6056	" "
HO/OO	OM	BECKER C.L.	29 Maritana Street,	Morley	6062	279 6931
O	OM	BICKFORD T.N.	63 Bridge Street,	Boyup Brook	6244	09765 1362
OO	FM	BLINCO T.R.K.	141 Mickleham Road,	Morley	6062	279 3765
	FM	BLINCO C.	141 Mickleham Road,	Morley	6062	
	FM	BLINCO N.	141 Mickleham Road,	Morley	6062	
HO	SM	BOYES A.	5 Linton Place,	Morley	6062	279 7401
HO/OO	OM	BRISTOW G.P.	27 Dorchester Avenue,	Warwick	6024	448 4491
OO	OM	BROOKS H.K.J.	5 Brown Way,	Karrinyup	6018	446 7104
OO	FM	BRYANT B.	139 Seventh Road,	Armadale	6112	399 1116
	FM	BRYANT C.	139 Seventh Road,	Armadale	6112	
	FM	BRYANT G.	139 Seventh Road,	Armadale	6112	
HO	OM	BURKE T.A.	58 Dutton Crescent,	Hammersley	6022	447 0389
O	OM	CANTWELL W.R.	27 Driscoll Way,	Morley	6062	
OO	FM	CARNEY J.R.	11 Burnside Way,	Waikiki	6169	09528 1159
	FM	CARNEY Mrs J.M.	11 Burnside Way,	Waikiki	6169	
HO/OO	FM	CARPENTER E.	21 Keemore Drive,	Balga	6061	342 1623
	FM	CARPENTER Mrs J.	21 Keemore Drive,	Balga	6061	
OO	OM	CHAPMAN B.J.	86 Ivanhoe Street,	Eden Hill	6054	
HO	OM	CHAPPLE N.L.	21 Wicks Street,	Morley	6062	378 1397
OO	OM	COCKER C.	6 Snell Street,	Maylands	6051	271 8683
HO/OO	OM	COLCHESTER E.J.	10 Grinstead Way,	Balga	6061	344 2391
4mm	OM	COLLETT K.	25 Karella Street	Nedlands	6009	380 5287
HO-USA	OM	CONGDON K.	2 Burnett Street,	Embleton	6062	271 6945
HO-SNCF	OM	CONGDON R.	2 Burnett Street,	Embleton	6062	" "
OO	OM	CRISPIN E.	10 Eddystone Avenue,	Craigie	6025	
HO	OM	De SMALEN A.R.	74 Alvah Street,	St James	6102	361 9413
OO	OM	DEAN P.N.	63 Orrong Road,	Lathlain	6100	361 1182
	OM	DERRICK K.J.	67 Hawtin Road,	Maida Vale	6057	454 7554
HO/Sn31/2	FM	DONKIN T.F.	2 Nanba Street,	Newman	6753	09175 1465
	FM	DONKIN B.	2 Nanba Street,	Newman	6753	
HO	OM	DURHAM A.T.	44 Kenny Street,	Bassendean	6054	279 2183
OO	OM	EDGELL D.J.	140 Fulham Street,	Kewdale	6105	277 6832
HO	OM	EDWARDS R.L.	3 Kiama Road,	Armadale	6112	
OO	OM	ENGLUND E.A.	5 William Street,	Shenton Park	6008	
OO	OM	FALCONER J.V.	8 Deschamp Road,	Morley	6062	276 7710
TT/N31/2	OM	FRAYNE R.C.	4 Robinson Street,	Inglewood	6052	271 4708
OO	OM	FRYER R.	1 Hurley Way,	Hillarys	6025	401 3514
HO/HOn21/2	OM	GIBBONS A.J.	141 Hayes Avenue,	Dianella	6062	349 3942
OO	OM	GLADWIN F.	7 Damerham Road,	Armadale	6112	399 2851
	OM	GRAY A.	92 Tate Street,	Leederville	6007	09381 2847
OO	OM	GRAY A.H.	258 Grove Road,	Lesmurdie	6076	097291 8050
OO	OM	GRAYDON K.A.	112 Treasure Road,	Queens Park	6107	458 7403
N	OM	GREENSHIELDS J.O.F.	P.O. Box 141,	Koorda	6475	09684 1314
1	OM	GREGG J.P.	7 Shelley Street,	Shelley	6155	457 2860
	OM	GRIEVE I.	5 Vigna Place,	Ferndale	6115	
HO(Eur.)	OM	GROUT P.F.	44 Jackson Avenue,	Karrinyup	6018	446 1852
OO	OM	HAMILTON A.R.	2a Bridge Street,	Collie	6225	09734 3997

MEMBERSHIP LISTING AS AT 30 APRIL, 1985.

WESTERN AUSTRALIAN BRANCH

00	OM	HANDS R.E.	8 Bath Road,	Embleton	6062	276 9638
HO/N3	OM	HARTMAN C.N	P.O. Box 6,	Derby	6728	
00/0	FM	HASKELL D.	1 Trustley Way,	Karrinyup	6018	448 3258
	FM	HASKELL K.	1 Trustley Way,	Karrinyup	6018	
SN31/2	OM	HAYTER L.A.	166 Great Eastern Highway,	South Guildford	6055	279 6069
HO	OM	HIPKINS M.	26 Nile Street,	East Perth	6000	325 4373
	OM	HODGES B.	18 Wardong Street,	Wanneroo	6065	405 3495
HO/N	OM	HODGSON D.	280 Benara Road,	Morley	6062	279 9912
HO	OM	HOOD R.	50 Holmfirth Street,	Mount Lawley	6050	271 3727
00	OM	HORTON G.S.	29 Armour Way,	Lesmurdie	6076	291 8169
HO	OM	HUG S.J.	P.O. Box 1492,	Geraldton	6530	09921 2160
N	OM	HUGHES L.H.	229 Balcatta Road,	Balcatta	6021	344 3547
HO	OM	JENKINSON R.	29 Matheson Road,	Applecross	6153	364 2648
00	OM	JOHNS W.A.	46 Margaret Street,	Ashfield	6054	279 6409
00/HO	OM	JUMEAUX C.	8 Ager Street,	Dianella	6062	275 1895
00/HO	FM	KEENS B.G.	28 Lovegrove Way,	Morley	6062	276 1648
	FM	KEENS S.	28 Lovegrove Way,	Morley	6062	
S4	FM	KEHOE P.	49 Orbell Way,	Bullcreek	6155	332 3879
	FM	KEHOE M.P.	49 Orbell Way,	Bullcreek	6155	
EM	OM	KERR T.	28 Hanworth Street,	Balcatta	6021	349 6170
SN31/2	FM	LEWIS C.A.	48 Harold Street,	Dianella	6062	276 7914
	FM	LEWIS Mrs E.S	48 Harold Street,	Dianella	6062	
00/SN31/2	FM	LING D.A.	8/14 Kenilworth Street,	Dayswater	6053	272 6331
HO/00	OM	LORIMER D.B.	88 Solomon Street,	Palmyra	6157	339 1392
	OM	LUDLOW G.R.	19 Hewitt Way,	Booragoon	6154	364 5985
00/N	OM	LUDLOW J.R.	19 Hewitt Way,	Booragoon	6154	
00	OM	MAISEY M.T.	"Kameruka", P.O. Box 39,	Lowerin	6461	09634 1030
HO	OM	MAJER J.D.	18 Silverdale Road,	Lesmurdie	6076	291 6219
00	OM	MALTON D.G.	4 Gardiner Street,	Koelands	6226	09726 3124
00/LNER	OM	MARTIN J.V.	3 Albion Place,	Carine	6020	447 5490
HO	FM	McALDON K.G.	31 Puttenham Street,	Morley	6062	275 1146
	FM	McALDON Mrs J.	31 Puttenham Street,	Morley	6062	
	FM	McALDON D.J.	31 Puttenham Street,	Morley	6062	
00/HO	OM	McGUINNESS B.J.	14 Wheeler Street,	Morley	6062	276 7037
00/HO	OM	McKENZIE J.H.	56 Gladstone Avenue,	South Perth	6151	367 6826
HO	OM	MEAD J.	68 Alexander Street,	Wembley	6014	387 1128
HO/N3	OM	MEAD S.J.	11 Grant Street,	Embleton	6062	276 8745
HO/00	OM	MILLARD C.J.	8/25 Cape Street,	Osborne Park	6017	444 2995
N	OM	MILLER J.D.	35 Brandon Street,	South Perth	6151	367 9308
00/0	OM	NEVILLE J.H.	200 Grove Road,	Lesmurdie	6076	291 6842
00	OM	NEWMAN N.	9 Marlock Road,	Woodlands	6018	446 9992
EM	OM	NOBLE G.	79 Gavour Road,	Wattle Grove	6107	453 6858
ON3	OM	O'SHEA K.J.	Townhouse H48 Shakespeare St.	Karratha	6714	09185 4725
00	OM	PARKER R.	49 Blythe Avenue,	Yokine	6060	444 4225
HO	OM	PARSONS R.A.	Wardroom, HMAS Stirling.	Rockingham	6168	27 0376
HO	OM	PATERSON C.G.	13 Kambalda Way,	Kewdale	6105	277 5904
00	OM	PATERSON P.	23 Wheeler Street,	Morley	6062	276 3601
00	OM	PORTER A.A.	21 Prosser Way,	Myaree	6154	330 1848
N	OM	RAYNER S.M.	1/103 Peninsula Road,	Maylands	6051	272 1240
HO	OM	SCARFE P.N.	526 Hunt Way,	Karratha	6714	09185 2610
SN31/2	OM	SCHUPP G.	7 Hayfield Way,	Duncraig	6023	
HO/00	OM	SCHWAGERMANN K.W.(JNR.)	9 Rowsdale Street,	Scarborough	6019	
00/HO	FM	SELBY H.E.	64B Acanthus Road,	Willetton	6155	457 7749
00/HO	FM	SELBY Mrs J.J.	64B Acanthus Road,	Willetton	6155	
00	OM	SHERVINGTON G.J.	84 Cleveland Street,	Dianella	6062	276 8435
00	OM	SIBLEY M.R.	26 Marri Road,	Duncraig	6023	447 8126
HO/00	SM	SIMPSON B.J.	18 Bath Road,	Morley	6062	276 5975
HO	OM	SLOANE P.A.	17 Silver Gimlet Street,	Kambalda West	6444090	27 1253
HO	OM	SMART R.T.	9 Henly Road,	Mount Pleasant	6153	364 2763
SN31/2	OM	STALLARD G.J.	14/6 Coolgardie Avenue,	East Fremantle	6158	339 6361
Sn 3.5	FM	STALLARD R.	35 Geddes Street,	Victoria Park	6100	362 4340
	FM	STALLARD Mrs. J.	35 Geddes Street,	Victoria Park	6100	
00	OM	STOKES D.T.	40 Napier Road,	Morley	6062	275 4508
00	OM	STREET M.A.	27 Leander Street,	Beldon	6025	401 9422
	OM	TEMPERLEY B.A.	4/13 Troy Terrace,	Daglish	6008	382 3541
EM	OM	THODAY B.E.	30 Abercairn Way,	Parkwood	6155	457 4256
SN31/2	OM	THOMPSON M.E.	38 Buntine Road,	Wembley Downs	6019	446 8624
	OM	VERGA P.	70 Cowston Road,	Attadale	6156	330 6061
N	OM	VOSPAR H.C.W.	75 Lilburne Road,	Duncraig	6023	448 6525
HO/00	OM	WAKELING B.A.	40 Driffield Street,	Hawersley	6022	447 7283
SN31/2	FM	WATSON G.R.	20 Wynne Street,	Hazelmere	6055	
	FM	WATSON A.J.	20 Wynne Street,	Hazelmere	6055	
009	OM	WATTS J.	2 Maritime Avenue,	Kardinya	6163	337 7296
HO	OM	WHITE I.L.	7 Creaney Drive,	Kingsley	6026	
On2	OM	WHITE J.	3 Corima Place,	Craigie	6025	
00	OM	WORSNOP P.C.	109 First Avenue,	Bassendean	6054	279 7362
HO	OM	WRIGHT P.	6 Commercial Road,	Shenton Park	6008	381 8883

MEMBERSHIP LISTING AS AT 30 APRIL, 1985.
AUSTRALIAN CAPITAL TERRITORY AS AT 30 APRIL, 1985.

HO	OM	KENT L.	24 Letters Street,	Evatt	2617 06258 6133
HO	OM	LASZLO I.M.	2 Spowers Circuit,	Holder	2611 06288 3736
HO/DO	PLM	LONES Dr. R.I.	15 Sargood Street,	O'Conner	2601-
HO	OM	McCURDY G.D.	454 Bugden Avenue,	Fadden	2904 06291 9347
OO	OM	SHIRLEY W.A.	62 Allchin Circuit,	Kambah	2902 06247 4611
OO	FM	SHIRLEY	62 Allchin Circuit,	Kambah	2902 " "
HO/N	FM	WEBB P.	59 Rivett Street,	Hackett	2602 06248 5118
	FM	WEBB Mrs M.	59 Rivett Street,	Hackett	2602

MEMBERSHIP LISTING AS AT 30 APRIL, 1985.
SOUTH AUSTRALIAN BRANCH

HO	OM	BENNETT M.W.	P.O. Box 337,	Hindmarsh	5007 46 5860
HO/HON3	OM	BROWNBILL R.	12 Signet Street,	Hallett Cove	5158
HO/N	OM	COURCAUD P.	Radio Sect 75 Sqn.,	Darwin N/T5789	08980 5188
			R.A.A.F.		
HO	OM	LESKE G.	21 Radford Drive,	Port Pirie	5540 08632 5856
HO	OM	MacKINNON J.B.	G.P.O. Box 1783,	Adelaide	5001 08255 6653
HON31/2	OM	SCHULZ P.W.	18 Francis Street,	St. Agnes	5097 846 1195
ALL	GM	NTH AUSTN. RAILWAY MODELLERS ASSN INC.	P.O. Box 41746	Casuarina	5792

MEMBERSHIP LISTING AS AT 30 APRIL, 1985.
OVERSEAS MEMBERS

OSM	D.W. Alexander	16 Hylton Court, Oxclose D3	Washington-Tyne Wear, ENGLAND	
	British Railway Modellers of North America	666 Island Park Drive, Ottawa, Ontario	CANADA. NLY0B7	
	Manchester Model Railway Soc. C/o D. Baxter,	Winton House, Winton Road, Bowden,	UNITED KINGDOM	
		Cheshire England,	U.S.A.	
	National Model Railroad Assoc. Incorporated.	4121 Cromwell Road, Chattanooga, TN37421,	NEW ZEALAND	
	New Zealand Association of Model Railway Clubs Inc.,	Box 26073, P.O., Newlands, WELLINGTON 4,		
	New Zealand Model Railway Guild	Box 9305, P.O., Newmarket, AUCKLAND	NEW ZEALAND	
	U.S.S.R. National Public Library of Science and Technology,	12 Kuznetskii Most, Moscow K-31	U.S.S.R.	
	Directeur, "Loco-Revue",	Le Sables, Auray, (Morbihan),	FRANCE	

ATLAS

marches on
with a great range of
equipment & accessories



GP40 - LOCO



PICKET FENCE AND GATE



FIGURES & FARM ANIMALS



STACKED TIMBER

Atlas products are available at

Train World

624 HAWTHORN ROAD, EAST BRIGHTON

P.O. BOX 100 NORTH BRIGHTON 3186

PHONE (03) 596-6342

HOURS 9 a.m. - 5 p.m. MON. TO SATURDAY
LATE SHOPPING FRIDAYS



HO/OO

A-1	Station Platform (Side) 610 x 51mm	\$4.25
A-2	Side Platform Building 146 x 57 x 57mm	\$4.25
A-3	Island Platform 610 x 63mm	\$4.25
A-4	Island Platform Building 356x25x44mm	\$4.25
A-5	Two Track Engine Shed 292 x 114 x 114mm	\$7.25
A-6	Signal Box 102 x 60 x 114mm and Coal Office 50 x 35 x 60mm	\$4.25
A-7	Brick Goods Shed 92x127x96mm (Outside Platform 128x38x16mm, Office, Ramp)	\$4.25
A-8	Water Tower 98 x 66 x 120mm with Weighbridge Hut 71 x 40 x 50mm	\$4.25
A-10	Large Terminal Building with side buildings, platforms etc. 195 x 160 x 180mm	\$8.75
B-21	Swan Inn 152 x 89 x 114mm	\$4.25
B-22	Two Country Shops 60x70x127mm & 57x44x120	\$4.25

B-23	Barclay's Bank 139 x 70 x 120mm	\$4.25
B-24	Farmhouse 159 x 57 x 102mm	\$4.25
B-25	Police Station 165 x 70 x 102mm	\$4.25
B-26	Hayloft & Barn 152 x 76mm x 114mm	\$4.25
B-27	Country Supermarket & Shop	\$4.25
B-28	Elizabethan Cottages	\$4.25
B-29	Church with steeple	\$4.25
B-30	Four Terraced Houses 228 x 95 x 110mm	\$4.25
C-1	Low Relief Hotel, Offices, Restaurant	\$4.25
C-2	Low Relief Cinema, Post Office & Shop	\$4.25
C-3	Low Relief Flats with shops	\$4.25
C-4	Low Relief Period Shops & Offices/Flats	\$4.25

BUILDING PAPERS ... Each 35 cents
(Sheet size 257 x 175mm)

D-1 Red Brick, D-2 Yellow Brick, D-3 Engineers Blue Brick, D-4 Flat Red Tiles, D-5 Grey Slates, D-6 Grey Paving Stones, D-7 Pink Paving Stones, D-8 Grey Sandstone Wall (Ashlar), D-9 Red Stone Wall (Ashlar), D-10 Grey Sandstone Wall (Coursers), D-11 Red Stone Wall (Coursers), D-12 Grey Rubble Walling, D-13 Red Rubble Walling.

Bring your layout to life
WITH

MERTEN
FIGURES & ANIMALS



Z, N
& HO/OO

\$4.25

Standard Boxed Sets - contain 6 figures unless otherwise indicated.

- 853 Ladies individually seated
- 855 3 men, 3 ladies seated
- 865 2 groups of 3 people seated
- 867 3 groups of 2 people seated
- 870 Workmen with picks, shovels etc.
- 889 Blacksmith, helpers, 2 horses
- 891 Axeman, hiker, hunter, shepherd, dogs
- 896 Farmworkers
- 908 Railway platform staff

- 914 Station staff, policeman, dog
- 963 Wedding Group - 7 figures
- 967 Wedding guests in formal attire
- 2240 Transport workers carrying loads
- 2319 Washing day - 5 figures, washing etc.
- 2337 Building tradesmen - brickies etc.
- 2343 Construction site workers
- 2399 Fat pedestrians - singles
- 2400 Fat pedestrians - pairs
- 2407 6 cows & calves
- N-2407 10 cows & calves
- Z-2407 12 cows & calves
- 2408 6 saddle horses
- N-2408 8 saddle horses, 2 foals
- Z-2408 12 saddle horses
- 2409 6 cart horses
- N-2409 8 cart horses, 2 foals
- Z-2409 12 cart horses

ITEMS SHOWN ARE AVAILABLE IN HO/OO, N & Z
SPECIFY SCALE WHEN ORDERING
THIS IS BUT PART OF THE HO/OO & N RANGE



HO/OO

NEW

9481 Country Windmill - cast metal kit, 110mm high, 3 legged stand, 28mm diameter fan, wind vane etc.

... \$3.95

9482 Universal Point Lever - 5mm (3/16") throw, positive lock. Lever has steel shaft to resist bending and breakage

... \$2.95

LOCO KITS, CRANE, PARTS ETC.

1919	NSGWR Z19 Loco & Tender Kit, complete except glue, paint & transfers	\$189.95
1957	Bogie Baldwin Tender Kit	55.00
2033	NSGWR Z-20 2-6-4 Tank Loco Kit, complete except for paint & transfers	149.95
2034	Kadee Coupler Conversion Kit for Z20	6.00
9208	NSGWR Buffers (Z20) (4)	1.15
9259	Z20 Compressor, Whistle, Safety Valve, Brake Cylinder - 1 of each	1.25
9260	NSGWR Loco Compressor, 1930 Z20 style (4)	1.25
9265	Chimney for Z20 Loco	1.25
9266	Steam Dome for Z20 Loco	1.25
9267	Whistle for Z20 Loco (4)	1.25
9268	Safety Valve for Z20 (4)	1.25

9269	Brake Cylinder for Z20 (4)	1.25
9270	Headlight for Z20	.60
9280	14mm, 13 spoke Driving Wheels geared and mounted on axle (Z20 type)	6.50
9281	14mm, 13-spoke Driving Wheels, standard	4.75
9282	14mm, 13-spoke Driving Wheels, short shoulder Z20 type	4.75
9283	Crankpin & Sleeve Set for Z20 type (6)	1.95
9284	Worm to mesh with 9280	4.95
9403	Steam Generator - Pyle type	.60
9405	NSGWR type Headlight for smokebox front	.60
9406	Headlight type 2, hooded	.60
9407	Cross Compound Air Compressor	.75
9410	Headlight type 3, USA style	.60
9423	Marker Lamps w/clear 'lights' for aprons Pr	.90
9424	Marker Lamps w/red 'lights' for aprons Pr	.90
9427	Marker Lamps Electric type w/clear 'lights' Pr	.90
9428	Marker Lamps Electric type w/red 'lights' Pr	.90
9429	Compressor, NSGWR Single Phase	.60
9433	Circular Fans for diesels	.75
9436	Air Tank, shorter type	.75
9461	Dummy Knuckle Couplers 3 pairs	1.35
9462	Guard's Lookouts MHG Pair	1.25
9464	Torpedo Vents (12)	.80
9465	Vents & Flue for MHG Set	.75
9466	End Platform with steps	1.25
9470	3-piece Brake Gear Set	.95
9471	X2F Couplers with draft gear Per Pair	1.25
9472	X2F Couplers with bottom pockets & springs Pr	.95
9480	Yard Crane Kit	7.50



FROM LEISURE ACTIVITY STORES
EVERYWHERE

DISTRIBUTED BY: AUSTRALIAN MODEL CRAFT CO.,
Box 118, P.O., Albury, NSW 2640 Phone (060) 21 2473